

Jaguar Enthusiasts' Club

ESSEX THAMESIDE REGION

"SHARING THE PASSION"



OCT 2013
ISSUE 78

www.jecessexthameside.co.uk



JEC ESSEX THAMESIDE REGION DINNER DANCE SAT NOV. 9th 2013

CHAIRMAN'S MESSAGE

Hi All,

Where's all the good weather gone? As I write this newsletter with the impending Battlesbridge Show approaching, I am keeping my fingers crossed that an indian summer will return before then end of the month. Our last show of the year is fully subscribed and we will do our best to make it a good one.

This 'Chairman's Message', is be the last chance to remind all members that tickets for the annual dinner dance being held on Saturday 9 November are available from Geoff & Mary Monk and must be paid for by Tuesday 8 October - Club Night. Please make an effort and attend YOUR annual get together. If anyone is able to provide items for the raffle, please bring them along to the October club night or arrange to drop them off at Geoff and Mary's shop in Brentwood prior to the dinner dance.

We are looking to arrange a Sunday lunch in October for all club members and I hope to be able to e-mail you all with a date and location once it has been arranged. Those not on e-mail, will be called.

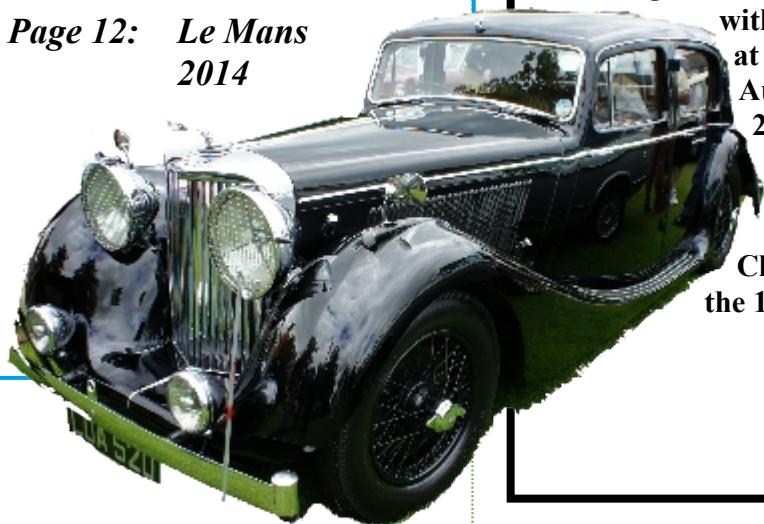
Following a visit to the Isle of Wight recently, contact has been made with the organiser of that show who also arranges a show at Windsor Castle. This is generally at the beginning of August and it is the club's intention to visit this show in 2014. More details will follow once we have the information.

That's it for another month, hope to see you all at the Club night in October and remember it is on 8 Oct NOT the 1 Oct, due to a golfing event.

Doug Warren - Chairman & Editor

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2012/13 Committee

The following Members have been elected/re-elected as your Committee for the forthcoming year,

Chairman/Editor Doug Warren
01245 261810

Vice Chairman/
Secretary: Mary Monk
01277 374030

Treasurer: Richard Gibby
rwgibby@gmail.com

Membership/
Secretary: Carrol & Steve Perryman
carrol1306@btinternet.com

Social Events
Organiser : Geoff Monk
01277 374030

Webmaster: Ian Antrobus
01708 556620

Committee Members:
John Eusden & Neil Shanley.




*Club meetings are the 1st Tuesday of the month at 8pm: The Langdon Hills Golf & Country Club, Lower Dunton Road, Bulphan, Essex, RM14 3TY
Tele: 01268 548444*

**JEC ESSEX THAMESIDE REGION
ANNUAL DINNER DANCE
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VISIT TO CHATHAM DOCKS WITH THE XKEC

On Saturday 24th August some of the club members joined up with the XKEC and visited Chatham Docks. Chatham Dockyard played a vital role supporting the Royal Navy for over 400 years. From the Spanish Armada to the Falklands Crisis ships built, repaired and manned from Chatham secured and maintained Britain's command of the world's oceans and the global position it has today. Royal Dockyards provided the Royal Navy with the shore support facilities it required to build, repair and maintain the fleet. Central to any Royal Dockyard were, as the name suggests, their dry docks and it was the provision of these expensive structures that set the Royal Yards apart from their civilian counterparts until well into the 19th century. By the mid-18th Century the Royal Yards had developed into the largest industrial organisations in the world with complex facilities supporting thousands of skilled workers in a wide number of trades. Indeed it was the level of the facilities and skills provided in the Royal Dockyards, particularly at Chatham that underpinned the Royal Navy's success at sea – from victory in battle; through the epic voyages of discovery made by Cook, Darwin and others; to the ceaseless anti-slavery patrols of the 19th century and the imposition of British peace. On display currently at the docks are HMS Cavalier, a second world war destroyer, a submarine and a large impressive model of HMS Victory made for the 1941 Hollywood film "That Hamilton Woman" starring Laurence Olivier and Vivien Leigh. See photo.

Also, the area around the docklands were used in the recent filming of the BBC series drama set in the 50's of "Call the Midwife" starring Miranda Hart, the comedian and writer. A guided tour was taken up by some members to show some of the 'set' scenes of the programme. The tour guide was very knowledgeable - must have watched the programme hundreds of times to recite various parts of the drama seen at various parts of the dockyard. One part in particular was a dead end street which featured a cruise liner the other side of a brick wall. This was super imposed as the local traffic would have had a problem with this as beyond the wall is a main road! A very interesting time was had by all, hampered by a rain storm just after midday. Worth a revisit when sunshine can be guaranteed!





REGIONAL EVENTS /OTHER EVENTS

MONTH	DAY	DATE	LOCATION
OCT	SAT	5 th	BREAKFAST MEETING AT THE HARE, ROXWELL Final meeting of exotica, classics and unusual cars at the monthly breakfast meeting. Coffee and Danish pastries laid on free. Breakfast's available at normal prices. Last chance this year to meet up at this well attended venue.
OCT	TUES	8th	Club night - Langdon Hills Golf & Country Club
NOV	TUES	5 th	Club night - Langdon Hills Golf & Country Club
NOV	SAT	9 th	ANNUAL JEC ESSEX THAMESIDE REGION DINNER DANCE Our annual dinner dance has been brought forward to enable more to attend. Purchase your tickets from Geoff & Mary Monk. See application form in newsletter. Why not stay over and book a room at the Langdon Hills Golf and Country Club by calling 01268 548444 or e-mail; info@golflangdon.co.uk .
DEC	TUES	3 rd	Club night - Langdon Hills Golf & Country Club

NATIONAL EVENTS

OCT	SAT	26 th	XJS models (1975 to 1996) Seminar at Castle Bromwich Re-introduced by popular demand as the interest in the XJS models is as strong as ever. Even if you have been to an XJS seminar before, you will learn even more on this one. Ideal for first time buyers of this popular model, or owners wishing to understand more about their cars. Please note that the pre-booking form is not with the September National mag, as stated in the magazine, due to last minute changes, so download from www.jec.org.uk or call the office on 0117 969 8186 to book.
OCT	SUN	13 th	JAGUAR SPARES DAY - STONELEIGH With over 200 stalls all indoors selling Jaguar Spares and Parts. This is your one stop to finding that elusive part. The Jaguar Enthusiasts' Club will also be there with our 2013 Raffle car as well as providing information and Technical advice from one of our many officials on site. To take part or to enquire please contact the organisers: John Salway - Tel: 0838 200398 email: salway1bq@btinternet.com
OCT	SUN	27 th	SILVERSTONE NOVICE TRACK DAY Silverstone are offering a golden opportunity to experience some cheap track time in the company of other novices under carefully controlled conditions at this world-famous circuit. This is a chance to go a little quicker in your road Jaguars, opportunities so rare nowadays. 30 minutes on track for just £39 on the National Circuit. Go to: www.silverstone.co.uk/track/track-club/
NOV	SAT	16 th	XK8/XKR sports cars (1996-2005) Seminar at Castle Bromwich Again re-introduced by popular demand as so many members are now acquiring an XK as prices fall and interest is gained. A must if you are thinking of buying such a car and again, even if you own one, don't miss this opportunity to learn more about the cars, and chat with like-minded enthusiasts' and, oh yes, bring your own car if you have one. Please note that the pre-booking form is not with the September National mag, as stated in the National magazine, due to last minute changes, so download from www.jec.org.uk or call the office on 0117 969 8186 to book
NOV	FRI-SUN	15 th - 17 th	CLASSIC CAR SHOW AT NEC BIRMINGHAM Obtain tickets on line at; www.necclassicismotorshow.com/tickets.php

ESSEX THAMESIDE REGION DINNER DANCE SAT. NOV. 9th 2013

Isle of Wight - Classic Car Show

On the weekend of 14th and 15th September, a number of members from the Essex Thameside Region travelled over to the Isle of Wight for the weekend's Classic Car Shows. These are held yearly at two locations, the first being on the Saturday at Newport in the centre of the island and the following day in Ryde along the sea front.

There is always a good turn out from islanders as well as a big club contingent from the UK. Some of the displays are seen here.

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THE CLUB MEMBERS PARTNERS OFF TO THE SHOPS IN NEWPORT



A SUPER LOOKING XK140



AN ORIGINAL D-TYPE

ESSEX THAMESIDE REGION DINNER DANCE SAT. NOV. 9th 2013

JEC Southern Day at Littlecote House, Hungerford.

On Sunday 1 September, the National club held its Southern Day event in the grounds of Warners Littlecote House, Hungerford, Berkshire. The day was dry although somewhat cooler than it had been. I started off from Chelmsford at 7am and headed south along the A12 to the M25 then turned west towards the M4. Roadworks and a 50mph restriction kept traffic slow for many miles from the Waltham Abbey exit to the other side of the M1 junction. Having been before to Hungerford, I knew roughly where I was going, but as it transpired I should have looked at the map book before heading out. I set up the sat nav and totally relied on it getting me to the show. Big mistake, as when I approached junction 5 of the M4 it suggested I come off. This then led me to Slough, Windsor (very quite on an early Sunday morning!) and then onto Reading. By this time I was getting confused as I had started on the southside of the M4, now I was heading on north side of the M4. I knew this couldn't be right and my first thought was that I had keyed in the wrong postcode for Hungerford. Fortunately, Jackie was at home, so I called her and asked her to check the postcode of the location. It corresponded with the postcode I had entered into the sat nav. Jackie then said I should exit the M4 at Junction 14. I then knew something was wrong and ignored the sat nav and headed back to the M4. Once there, I again ignored the sat nav until I reached Junction 14. The sat nav then took me straight to the show. I couldn't understand why it had taken me off the M4 so early. I checked to see what I had programmed for the journey - it showed 'Fastest Route'. I couldn't see how going to Slough, Windsor and Reading was the fastest route. Then I checked various other requirements and then discovered that I had on a previous occasion programmed the sat nav to avoid motorways! So, when going to a place you are not familiar with and you plan to use a sat nav, I suggest you first get an idea of which direction and roads you plan to use, then check ALL your settings in the sat nav. You may get there quicker!!!



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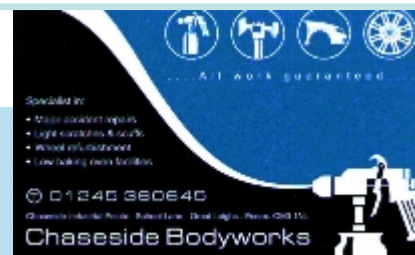
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BEWARE OF INCREASES IN CLASSIC CAR THEFTS.

Classic car owners are renowned for their unswerving commitment to maintaining their pride and joy in the best possible shape, but even if you've got a classic car sitting forgotten at the back of the garage it might be worth more than you think.

The value of classic cars is rising, fuelled partially by the burgeoning interest in historic vehicles in general and partly by the collectors' market, which means the best examples fetch high prices. And it's not just traditional classics such as dashing Ferraris, venerable Rolls-Royces or rakish Jaguars. That Cortina your dad drove in the 70s could also be worth a small fortune...

However, there is a downside to the popularity – it makes classic cars more attractive to thieves. And thefts are increasing, with classic Minis, Ford Escorts and VW camper vans proving particularly hot property. Stuart Chapman, head of the police relationship team at stolen vehicle recovery company Tracker, says: "With police reporting a rise in classic car thefts, it's more important than ever that enthusiasts take steps to secure their pride and joy." Keith Adam, editor of the recently launched Honest John Classics website (classics.honestjohn.co.uk), says the issue of classic car thefts has been building for some years – even a humble Escort from the 1970s in good condition can be worth up to £20,000.

One problem is that older cars usually don't have the security features taken for granted on modern vehicles. They can also be even more valuable if broken up and sold for parts, making their recovery even more unlikely.

Classic car enthusiast David Hollis, who runs the British Mini Club, says the growing number of classic Minis being reported as stolen is a big concern to members. And it's not just "projects" (cars partially restored or awaiting attention) parked on driveways.

"We tell members that if you think you're being followed, don't go back to where you store the car," says David, who lives in the Midlands. "Drive round, park up, and move the car later if necessary."

And fit an alarm. Some owners worry that a modern alarm will change the look of their vehicle, but Keith says that alarms can be hidden. Find a professional alarm fitter, registered with the Vehicle Systems Installations Board, and opt for a Thatcham-approved alarm system or/and electronic immobiliser. If the car's worth more than £10,000, Keith also recommends considering a tracking system.

While not a cheap option, Stuart stresses that a tracker doesn't modify the vehicle in any way. "A covert transmitter is hidden in one of several dozen places around the vehicle," he says. "There is no visible aerial, so the thief won't know it's there."

And make sure your insurance won't let you down should the worst happen.

"Anyone who has their classic car insured with an agreed value needs to talk to their insurer to ensure that value is correct," says Keith. "Get it updated annually." And if the car is stored but not used, get a Laid Up classic car insurance policy. This generally costs about £50 annually and means the vehicle is protected should the building get broken into.

As for David, he's taking no chances with his classic Mini.

"We've started wheel-clamping it," he explains. "It's a visible deterrent and a small price to pay to protect your car. You can't keep it locked up with 24/7 surveillance – if you're going to enjoy a car you have to take it out. People love their Minis, for many it's their pride and joy. To spend time restoring a classic car and for it to be stolen must be devastating."

echo-news.co.uk



■ Stolen – the E-Type

Crooks steal classic Jag

A CLASSIC car was stolen during a meet for enthusiasts.

The owner of the yellow E-Type Jaguar, registration number 4836 BH, had taken the vehicle to a car meet at Ford Dunton, in Dunton Road, Laindon, on Sunday.

Witnesses to the theft, which happened at 1.15pm on Sunday, or anyone who spots the car can call PC Ben Rushmere at Basildon on 101.



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JAGUAR NEWS - JAGUAR C-X17 Concept



After enviously watching its competitors rake in piles of crossover-shaped pounds for years,

Jaguar is poised to get into the game with a production model based on this C-X17 concept. While the British brand hasn't officially confirmed it will sell a utility vehicle – indeed, brand fans and industry watchers have wondered whether the Leaping Cat even needs to get into the game considering its corporate cousins at Land Rover – we would be dumbfounded if it didn't happen in short order.

We've always been concerned that Jaguar's styling language wouldn't translate well to a high-riding shape, but at its Frankfurt Motor Show debut, the C-X17 comes off as quite handsome (if predictable) in the metal. The same couldn't always be said of Jag's styling DNA, but newer models beginning with the XF and the XJ have introduced design elements like a larger, more vertical grille that suit the C-X17's form factor exceedingly well. Even the rear end successfully borrows its taillamp design from the glorious new F-Type Roadster.

Underneath the concept's two-box shape is a new aluminum unibody that Jag says it is poised to employ on its next-generation models, including the long-expected midsize saloon in 2016. Jaguar has long been a leader in aluminum chassis development even as it has struggled to take weight out of some of its vehicles (the F-Type, for instance, isn't exactly lightweight). Thus far, Jaguar isn't talking powertrains other than to say it will employ a new generation of gas and diesel engines.

Inside, the C-X17 includes a traditional assortment of showcar-rich materials, but also a new multi-screen infotainment system dubbed Interactive Surface Control – ostensibly a replacement for the company's current unloved Flash-based system.

“It was a challenge, I don't mind admitting,” Ian Callum said with his trademark honesty. “It took longer than I'd anticipated to get it to the point where it was as exciting as it could possibly be. We worked very hard to generate that sense of speed and movement, even for something that is relatively pragmatic. The glass area is about as slim as we could go. Having said that, this isn't fantasy land. There's nothing here we couldn't do in a production car. At 4,718mm long and 1,649mm tall, its dimensions are clearly that of a crossover, yet in its design it shares strong family traits with Jaguar's current range. For instance, the grille is an evolution of the distinctive nose of the Jaguar XJ luxury sedan, while the sculptured haunch lines hint strongly of the award-winning design of the Jaguar F-Type sports car. A low-sitting stance and overall profile combine with 23-inch alloy wheels to give the C-X17 a sporting, aggressive presence, while the LED headlamps, J-shaped running lights and frosted-glass foglights set into the large front intakes add to the C-X17's purposeful intent”.

Will it succeed if put into production.....time will tell!

Ed.

Southbank Centre, London
12th October 2013/ 10am - 6pm

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