

# JAGUAR ENTHUSIASTS' CLUB

ISSUE No 97 MAY 2015

*sharing the passion*



## CHAIRMAN'S MESSAGE

Hi All,

As I write this newsletter I am looking forward once again to the annual London to Brighton run on Sunday 26<sup>th</sup> April. I am keeping my fingers crossed that the weather will be good for us. I know some of you will be participating and hope to see you either at Chartwell or Brighton.

Photos will be published in next month's newsletter.

As our May Club Night approaches, which incorporates our AGM, I encourage all who can, to come along to the meeting. There are a number of issues to be raised and discussed.

At our June club night, I have arranged for a talk from Stan Radcliffe of RBS Limited who supply and fit car security products. Stan visited our club back in June 2011 and we look forward to his talk once again on the new products available. Please be prompt at 8pm. Details inside this newsletter.

The JEC Eastern Day is approaching fast and we have over 25 members indicating they will be going but only a few of the 25 have indicated they would like to assist on the show day with the marshalling. More are needed, so if you could help out for just a couple of hours it would assist the organisers greatly. Please let me know as soon as you can so that I can inform the organisers.



*Doug Warren, Chairman & Editor.*

## 2014/2015 COMMITTEE

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**Chairman & Editor**

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**Membership Secretary**

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**Geoff Monk**  
**Social Events Organiser**

01277 374030

**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*

### RBS LIMITED

Spring is here – Time to put the Jags on the road but don't go out unprotected. Last year the police said that in 3 months over 800 classic cars were stolen and have never been traced. Their view is that a few are stolen to order and exported whilst the majority, even expensive ones, are dismantled and the parts sold. Most victims of theft are unable to provide ID of the items which would stand up in court to link them to the crime. Without ID the police will have little chance of obtaining a search warrant.

We've been adding functionality to our products and, with increased sales, are able to reduce prices.

PROTEK with CHIPnTRACE: £19

CLUB RECOVERY with CHIPnTRAC: £84

Digi-Cam in association with 'Crash Detectives': £79

Buy all three in one package: The COMBO £149

These members' prices include VAT and p&p.

*Stan Ratcliffe*

website address: [www.rbs-propertymarking.co.uk](http://www.rbs-propertymarking.co.uk)



*Invited speaker at the June Club Night -8pm*

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# SUMMER BAR-B-QUE

Due to the successful bar-b-que last year for our 25<sup>th</sup> Club Anniversary, the club has organised another bar-b-que this year. However, obviously the club can't be expected to pay for it as we did last year but we have arranged a deal with Langdon Hills Golf Club and the cost will be £20 per person. The club is arranging a live group to perform on the day. The date has been arranged for Sunday 23<sup>rd</sup> August from 12 midday to 6pm and would welcome all members and guest to join us for this summer get together. Deposits of £10 per person (non-refundable) is required and must be paid by 1<sup>st</sup> June in order that we can confirm numbers to the Golf Club. I do hope many members will be able to join us and make it a successful event.

The menu agreed is:

## BBQ MENU

Corn on the Cob  
Sausages  
Chicken  
Burgers  
Vegetable Kebabs

Served with  
Extensive Salads  
Hot New Potatoes



In the grounds of Herstmonceux Castle

East Sussex Jaguar Enthusiasts Club are  
holding their Annual Jaguar Day on  
Sunday 7 June 2015

East Sussex JEC would love you to join them at this car and musical event, now in its 3rd year. Further details along with an application form are available for Doug Warren or from their website. [www.esjec.com](http://www.esjec.com). Bring along family and friends as there will be attractions for all the family, including a 40 piece band playing during the day. **Applications to be in to Doug by May 6<sup>th</sup>.**

The cost per car allows for one Jaguar or similar and passengers. This gives access to the grounds of the castle at a discounted price of £10. It will be £15 on the day if you haven't pre-booked. If you wish to look around the observatory or the castle, this will be as a member of the public (this element is not included in the ticket from East Sussex JEC) and you will need to book this independently of our club.



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## JAGUAR SUPER SATURDAY – COVENTRY TRANSPORT MUSEUM: SAT 27th JUNE 2015

Jaguar Super Saturday is back for its third year and promises to be a really great day out once again! In 2014 there were some 65 Jaguars, Daimlers and SS cars, plus one very early Swallow, on display in Millennium Place which is right outside the transport museum entrance. The cars spanned an impressive 85 years of models from the long history of this iconic British motoring marque. As before the event is a great opportunity to visit the Coventry Transport Museum (which is free to enter and was always truly excellent even before the total refurbishment that will have just been completed!). Also of course, it's good to have a chin-wag whilst admiring fellow enthusiasts' cars. The town centre shops are right alongside too. There will be some fun prizes in the afternoon and a possible surprise event too! This is NOT a concours event so Jaguar/Daimler/Swallow vehicles of all ages (vintage, classic and current) and in any condition are welcome.

**TIMINGS:** In the interests of safety of marshalling/parking –

**ARRIVAL:** Must be between 09:45 and 10:30, and **DEPARTURE** not before 16:00.

**HOW TO APPLY:** Places are limited and only available by prior reservation on a first-come, first served basis.

To apply for your place please e-mail Malcolm Humphries (the event organiser) at [malcolm.humphries@blueyonder.co.uk](mailto:malcolm.humphries@blueyonder.co.uk) with ALL of the following information. (If emailing is a problem then you can call 07900 553350 with your name/number and you will be called back ASAP). Info required to make your reservation: - Drivers name - Home town - Postcode - Mobile phone (or home phone if not) - Car make - Car model - Year of first reg'n - Reg'n No - Engine CC and BHP (reason for these is a surprise for now!) You will receive notification of your successful reservation within a few days. Then the final instructions for the event, together with your car pass, will be sent out about one week before the event.

They hope to do as well, if not better still, this year and all drivers and passengers are requested to donate a minimum of £5 per person, which will be collected on arrival. The total raised will be announced following the afternoon prize giving.

Tel: 01708 228150 or E-mail: [info@essexjaguarspares.co.uk](mailto:info@essexjaguarspares.co.uk)

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## HELMINGHAM HALL

### Festival of Classic and Sports Cars

### Sunday 2<sup>nd</sup> August 2015

Held in association with the Suffolk Vehicle Enthusiasts Club (SVEC). Over 5,000 people attended the 2014 festival. The event attracts classic and sports car owners who exhibit their cars some of which parade up and down the main drive on the two concourse runs throughout the day.

Over 700 vehicles attend, representing the last 10 decades of motoring history, including many from Britain's motoring heyday – marques on display included Alvis, Bristol, Jensen, AC Riley, Armstrong Sideley, Lea Francis, Crossley, BSA, Lagonda, Lanchester and Gordon Keeble. The oldest vehicle seen on display was a 1914 Ford Model T and the latest sports car models have included the Chevrolet Corvette and a Ford Mustang as well as Ferraris' and Porsche.

This amazing collection of vehicles is displayed against the magnificent back drop of Helmingham Hall and its surrounding moat which sits in the middle of the ancient deer park.

As well as this impressive display of vehicles there will be main ring entertainment, craft and trade stalls, birds of prey, lots of live music and great local food & drink!

The 2014 event made a £4,500 donation to EACH - Ipswich Children's Hospice [www.each.org.uk](http://www.each.org.uk)

Car exhibitors have given very generously over the past 9 years and we hope that with the 2015 Festival we will be able to make an even greater donation. It is possible to make a donation with your classic car entry or as a visitor on the day at the EACH stand.

Lord Tollemache would like to thank everyone who made a donation in 2013 and 2014 to The Ipswich Children's Hospice which goes to help with the every day running costs of the Hospice as well as days out for the children and their families.

Entry fee is £10 and bookable through the club. Contact Doug Warren for passes.

### 2013 pictures





## RELIVING THE PAST; A DAY AT THE HERITAGE MOTOR CENTRE

A day trip to the Heritage Collection sounded irresistible if, like me, you can't get enough of car museums. So, it was with great anticipation that I set off with our club convoy of Jaguars from Grange Motors in Brentwood in the direction of Warwickshire.



Arriving a couple of hours later, we were greeted by the club displays of early Austins, Ford Mustangs and Volvo's. We parked up and formed our own display of the big cat. Currently being extended to house more vehicles the museum opened in the early '90's with the help of the then Rover Group. The idea for this dated back to the 1970's when British Leyland decided to find out how many old cars it had scattered around in all the facilities which now fell under its umbrella. Leyland Historic Vehicles was duly formed with a display at Donington Park. In 1981 about 100 cars from the collection, now renamed BL Heritage, were sent to Syon Park in London.

In 1983, the British Motor Industry Heritage trust was formed to secure the collection for the Nation. The Jaguar and Daimler vehicles were later separated and managed by the Jaguar Daimler Heritage trust when Ford acquired Jaguar, eventually settling in a new museum in Coventry. The collection at Gaydon is now over 300 strong and takes in cars from other makers including; Morgan, Lotus and Vauxhall.

Upon arrival we were split into two groups headed up by knowledgeable guides who took us through some of the key exhibits pointing out items of particular interest. We were then left to wander about and view the displays at our leisure. The building is roughly circular on plan and is best viewed starting at the perimeter which forms a "Time Road" starting with the "first" cars, in this case an 1896 Wolseley Autocar, to the Edwardian carriages of Albion, Thorneycroft, Riley, Rover, Austin, Standard and Wolseley. If this era is your bag, then the 1911 Austin 15hp Towncarriage may do it for you. With the brass radiator flat against the the cab bulkhead and no bonnet, it was an ideal city car for its time.



The 20's were certainly not roaring here, with a sober line up including a 1923 Austin Chummy, various Morris's, Wolseleys and Rovers. I found the 30's section much better, the most notable highlights being a Standard Speedline, and a magnificent 1936 MG SA crammed in towards the outer wall. You could however walk between the cars to see them more easily, although some clearly deserved more space. Not much from the early forties due to Germany's World Tour, but examples from the latter half of the decade could be seen around the museum.

These were represented by the millionth Austin produced- a 1946 Sixteen, signed by all the assembly operatives. A 1948 Land rover, a Morris Minor and a Rover P3 75 from the same year were also present.

The Rover looked positively pre-war when compared with the then new Minor low light. The car has been used in the Miss Marple TV series and is a very early example, probably one of the first thousand to be made. You can tell this from the two-part design for the chrome bumper insert to the front and rear. This arose from a very late change to the design. Originally the car was to be four inches narrower, but, late in the day, this was considered to give the car an "unbalanced look". The four inches were hastily added to its width the most obvious tell-tale being the central raised section of the bonnet, but some outsourced parts had already been manufactured and delivered. Some of these were the chrome bumper inserts which were now too short. The easy solution was to cut them in half and add a central body coloured steel section which can be seen on this exhibit.

The Time Road takes us round to the 1990's with too many vehicles to mention here. I did like the '58 MG Magnette ZB with only 6000 miles on the clock and the lovely Italian influenced design. The cheery Austin (Nash) Metropolitan is always a joy. The display comes to an end with, of all things, a Toyota Carina, the first one to be assembled in the UK, and a red Mini Cooper, the very last of the original shape to be made.

There are lots of things to see, so what caught my eye? Well, the '48 Land Rover shown turns out to be **THE** very first production model off the line. It was spotted on a farm with a tree growing through it.

What are the odds against that?

I am told that there are still two parts on the latest Land Rover that are interchangeable with the original – a hood clip and a chassis box section.

The Leyland Straight Eight from 1927 must get a mention if only for its impracticability for a road car. Who would buy a car that you could hardly get into and had the turning circle of the QE2? The Geneva Show car Aston Martin Vanquish V12, a DB7 Zagato and the DB2 owned by Stirling Moss made up an impressive trio of Astons. A splendid Alvis TE21 from 1965 and a decade older Armstrong Siddeley 346 Sapphire were good examples of a gentleman's carriages with a bit of class. A Coombs Mk 2, a Formula 1 XJ40 tender car, a competition XK120 and a stunning E Type Roaster made up some of the Jags present. After so many Wolseley's, it would be remiss of me not to mention the 1975 2200 which was the last "wedge" and the last ever Wolseley to be produced. Rovers abounded, many being either the first or last of the genre. I particularly liked the Michael Edwardes' Rover SD1 Estate car. A good one off conversion only lacking some detail finish to the tailgate. It should have been produced as an alternative to those Volvo's and Mercedes wagons. The final 2005 Rover 75 CDT, the last ever Rover, was on display. Hand built over a three month period whilst MG Rover was in administration, it contrasted with the 2.5 Connoisseur which was the first off the line in the heady new beginning in 1999. So sad.



Cars from the movies are always worth a look and the ones shown here did not disappoint. We had Judge Dredd's Land Rover based "thing", Lady Penelope's pink Thunderbird, the battered Defender as driven by Miss Moneybags (Naomi Watts) in Skyfall and the ubiquitous DeLorean from Back to The Future complete with its "Mr Fusion" power generator and Flux Capacitor – all that just to do 88 mph! This one was signed on the dashboard by Christopher Lloyd himself.

Several prototypes and styling exercises/concepts were displayed the most famous being the Rover turbine cars, the fourth iteration of these showcased the forthcoming new P6 saloon – the "2000". MG had the 1985 EX-E a large open top concept which, I think, was based on a TVR. Probably the best concept on show was the 2004 Range Stormer which eventually paved the way for the Range Rover Sport. Whilst, thankfully, most of the others did not see the light of day, this one was certainly on the money.

Following a very acceptable lunch in the museum café, we ended our tour in the Hull Collection sited on the mezzanine level. Now here were some very well prepared cars, their quality enhanced by their rarity and provenance. There were sixteen cars from that vast collection on display, ranging from a streamlined art deco '34 SS 1 Airline to a 1973 Rolls Silver Shadow, Series 1. Jaguar were there with an early alloy-bodied XK120, a 3.8 Mk 2 and the only surviving Coombs tuned E Type. Other notables included; a '55 Bentley Continental by Mulliner (once the fastest four seater in the world), Lord Mountbatten's Morris Mini Traveller, a Humber Hawk Estate that had something to do with the Profumo Scandal (well, they would say that wouldn't they?), a Cadillac powered Allard "Woodie" Estate, (I prefer the 40's Fords), a '54 Swallow Doretti – made in Walsall despite its exotic nameplate, an Abbott bodied Consul Mk 1 Estate and a 1965 Alvis Super Graber Cabriolet. This being a one-off made by Hermann Graber the Swiss Carrosserie showing the vertical headlamp cues that were to be incorporated into the TE21.

Well, that's it from the day. A good venue to visit which will benefit from the planned extension. Seeing everything from the oldest surviving Rover of 1904 to the last 75 of 2005 left me with a feeling that the story told was one of ultimate failure and "what might have been, if only". On the other hand, it was great nostalgia and a celebration of some of the great British marques and cars from all points in the motoring spectrum, particularly BMC once one of the largest vehicle manufacturers on the planet. And on that bombshell.....







REGIONAL EVENTS /OTHER EVENTS				
MONTH	DAY	DATE	TIME	LOCATION
				<b>2015</b>
MAY	TUES	5th	8pm	AGM Club Night: Langdon Hills Golf & Country Club
MAY	SUN	10th	08:30	<b>BATTLESBRIDGE CLASSIC CAR SHOW</b> Our annual pilgrimage to Battlesbridge, is to go ahead while the site is under an appeal to stop future shows. The costs this year has doubled at £10:00 a car, inc. driver and one passenger. Tickets need to be purchased in advance and are available from Doug Warren.
JUNE	TUES	2nd	8pm	Club Night: Langdon Hills Golf & Country Club Visiting speaker Stan Radcliffe - RBS Limited. <i>See page 2.</i>
JUNE	SUN	7th	10:30am	<b>EAST SUSSEX JAGUAR DAY, Herstmonceux Castle</b> See details in this newsletter.
JUNE	FRI/ MON	19 <sup>th</sup> / 22 <sup>nd</sup>	09:20am	<b>ESSEX THAMESIDE REGION LONG WEEKEND TO DEAUVILLE, FRANCE - FULLY BOOKED -</b>
JUL	TUES	7th	8pm	Club Night: Langdon Hills Golf & Country Club - <b>Carlton Room</b>
JUL	SUN	5th	8am	<b>MALDON CAR SHOW</b> , Promenade Park, Maldon Entry Fee £2. Bookings taken via the Club. Contact Doug Warren for tickets.
JUL	SUN	12th	10:30am	<b>CRESSING TEMPLE CAR SHOW</b> <b>Free entry.</b> Tickets from Doug Warren
JUL	SUN	26th	11:30am	<b>PORSCHE BOAT TRIP - FULLY BOOKED -</b> Thames barge trip on the "Thistle" for an afternoon sail on Sunday 26th July, 2015 from the Old Custom House, Ipswich Dock, boarding at 1130 and sailing between 1200 and 1600, disembarking at 1630.
AUG	SUN	2nd	10am	<b>HELMINGHAM Festival of Classic and Sports Cars</b> Entry price £10 for car, driver and one passenger. Contact Doug Warren for ticket.
AUG	SUN	16th	10am	<b>SAFFRON WALDEN CAR SHOW</b> Free show on the common. Contact Doug Warren for details.
NATIONAL EVENTS				
				<b>2015</b>
MAY	SUN	17th	8am	<b>JEC EASTERN DAY</b> Ickworth House, Bury St. Edmunds Forms available at Club Night or can be e-mailed to members. They are to be completed and handed/sent to D Warren with cash/cheque for £10:00.





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# THE NEW JAGUAR XF

It's no exaggeration when Jaguar bosses say that 2015 is the year of the cat. Before the BMW 3 Series-rivalling Jaguar XE even hits showrooms and hot on the heels of the confirmation of the F-Pace SUV, the company has unveiled an all-new version of the Jaguar XF.



The new second generation Jaguar XF, with clear echoes of the XE in the design, will go on sale in UK showrooms towards the end of this year, featuring the lightweight tech and new engines debuting in the XE... and then some. Jaguar's design chief Ian Callum indicated what the brand's trying to achieve with the new XF model: "We've listened to what existing customers have asked for, so the car is more mature, sophisticated and with more room," he said. "Our first objective is always proportion and stance, and we've protected the sporty profile of the XF even with a bigger cabin. "In fact it's shorter and lower than the old car, but the width is about the same. And it's got the best legroom in the business – you've never heard that before from Jaguar." The new Jaguar family look with its upright grille and swept-back lights is complemented by some lovely detailing, like the winglets that sit either side of the bonnet. "We've continued with the front end graphics for the XF because it's important we have a family look people will recognise – Jaguar isn't very well known around the world," said Callum. "This car is assertive and aggressive, without being vulgar – it's very British."

## Jaguar XF advanced aerodynamics

The new XF is remarkably aero-efficient, too, according to Callum: "Aeros play a big part in how we design the car," he said. "But it's a challenge – Jaguar design emanates from soft shapes, but they're not good for aeros – straight lines and sharp edges are. So we look for a balance, with efficiency." That efficiency is continued at the back, with an aerodynamic element to the tail-lamps, which again follow on from recent Jaguar graphic trends started with the F-Type and continuing with the XE. This time, though, there are two round elements to each tail-lamp.

## 2015 Jaguar XF: interior

The inside takes themes from the XE, XJ and current XF, so the famous revolving air vents that tumble into position as you press the starter button are still present. However, they're now on the outer edges of the dashboard rather than in the middle, for packaging reasons – no doubt due to the 10.2-inch touchscreen now available. The familiar, rising rotary gear selector is also present and correct.

Jaguar's 'Reva hoop' design runs from the doors around the dash, meeting at the centre with a neat Jaguar badge. The overall theme is one of cossetting comfort that's both simple and elegant. Plus, there's a step up in technology with InControl Touch Pro, taking Jaguar's connectivity to the next level thanks to the bigger screen and quad core processors that'll cut response times and allow snazzier graphics.

## Jaguar XF 2015: engines and driving dynamics

Dynamics are improved thanks to a body that's 28 per cent stiffer and 11 per cent lighter, while at the front there's double wishbone suspension similar to that of the F-Type. Integral link was chosen for the rear set-up for the best blend of comfort and handling, while Jaguar's Configurable Dynamics with continuously variable damping will be an option to tweak the dampers, steering and eight-speed auto box.

Electric power-steering also features, and as with all new Jags the XF will be available with four-wheel drive. Engine choices include members of the new Ingenium engine family that debuts in the XE, with 161bhp and 178bhp 2.0-litre diesels. The former will be sold with Jaguar's new 'E' badge as it'll emit only 104g/km of CO2 and claim 70mpg-plus.

There'll also be a revised version of the 296bhp 3.0-litre twin-turbodiesel with a whopping 700Nm of torque, while the 375bhp 3.0-litre V6 petrol from the F-Type will also feature.

## Jaguar XF trim levels, and on sale date

Expected trim levels are likely to mirror those of the XE, with SE, Prestige, R-Sport (with sportier bodywork) and Portfolio. The S badge will be reserved for the hottest models until an SVR version arrives, possibly as early as 2016.

With the F-Pace filling the slot of a more practical Jaguar next year, it may be a little bit longer before we see any replacement for the XF Sportbrake. However, saloon versions should be in Jaguar showrooms in September with prices yet to be confirmed.



# THE HARE BREAKFAST MEET - APRIL 2015

It was 08.15 hrs on the first Saturday in April when I pulled into the Hare car park and greeted Doug for the first Breakfast Meet of the new season. With grey skies full of foreboding, the scene was clearly set for another Bank Holiday Weekend downpour, but this did not deter a steady trickle of desirable machinery gradually filling the parking slots. Maybe because of the poor forecast or the fact that it was a Bank Holiday, the newer exhibits out-numbered the older classics on the day.

First up and in pole position by the pub entrance was the Ford GT, a breath taking update of the Le Mans winning GT40. The carbon fibre and aluminium body clothed a 3.5 litre twin turbo V6, developing 600bhp and putting the horses onto the tarmac via a 7 speed dual clutch transmission feeding the 20 inch rear wheels. The dihedral doors were opened to reveal a beautiful race-car style interior with enough knobs and dials to keep any keen boy racer happy for months. The car was shown by a garage in Colchester which sells and services the cars.

Interested? I am told one could be yours for between £225 and £250K.

Keeping with the Supercar theme, I was wondering if a McLaren would make an appearance. I didn't have to wait long, and, just like buses, two came at once. I am not well versed in Ron's Motors, so you will have to bare with me (and correct me), but I think one was a 650S and the other may have been a P1. The guys driving them looked reasonably youthful, so I guess I'm in the wrong job!

The usual bevy of 911's turned up. However, not much from the 70's. Whilst these are now fetching six figure sums, I understand the one to watch is the '84 to '89 Carrera 3.2, a reasonable example of which will only set you back by around £25K, with the best achieving £50K! Buy now, they'll be twice that in a couple of years. A usable supercar, great build quality, fantastic investment potential, what's not to like?

Away from Porkers, I spotted a couple of nice DB9's, a Lotus Esprit, and a lovely red classic Elan + 2. A 90's Elan SE came late to the party and, finishing off the Lotus representation, were a couple of sevens.

Planet Ferrari fielded a contingent including a

2005 260 convertible, two delightful earlier classics comprising a Dino 308 GT and a 308 GTB (metal body) their size and elegance contrasting with the bulk of the much later Superamerica nearby.

Most noteworthy of the other attendees were a brace of Nobles, 'EVIL' the Lamborghini (Aventador?), a lowered early Beetle, BMW's M4 and i8...and, a Lancia Gamma 2500 SE coupe (1982/3)? Now the latter really is a rare sight in the UK with only about six left on our roads, the rest have gone to that great Italian rust mound in the sky. I mustn't forget the custom American Coupe. Sadly, I didn't get to talk with the owner, but it looked like it used a 40's Ford or Chevy as its base.

So what of our own illustrious marque? We had Doug's XK8, the Landlord's XK, my XJS (the 420 awaits some minor cosmetic surgery) and Chris and Marise's E-Type sporting a splendid freshly rebuilt engine and carbs. Sounding miles better than when I last heard it and it's even given up smoking. Thurston's really do make exceedingly good rebuilds.

It would be remiss of me to overlook a regular at these meetings – it's rare and Italian. Yes, you've guessed it, a mushroom grey Fiat 124 SuperMirafiore, a used example with period rust bubbles. I love it!

*Neil Shanley*



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