

JAGUAR ENTHUSIASTS' CLUB

sharing the passion

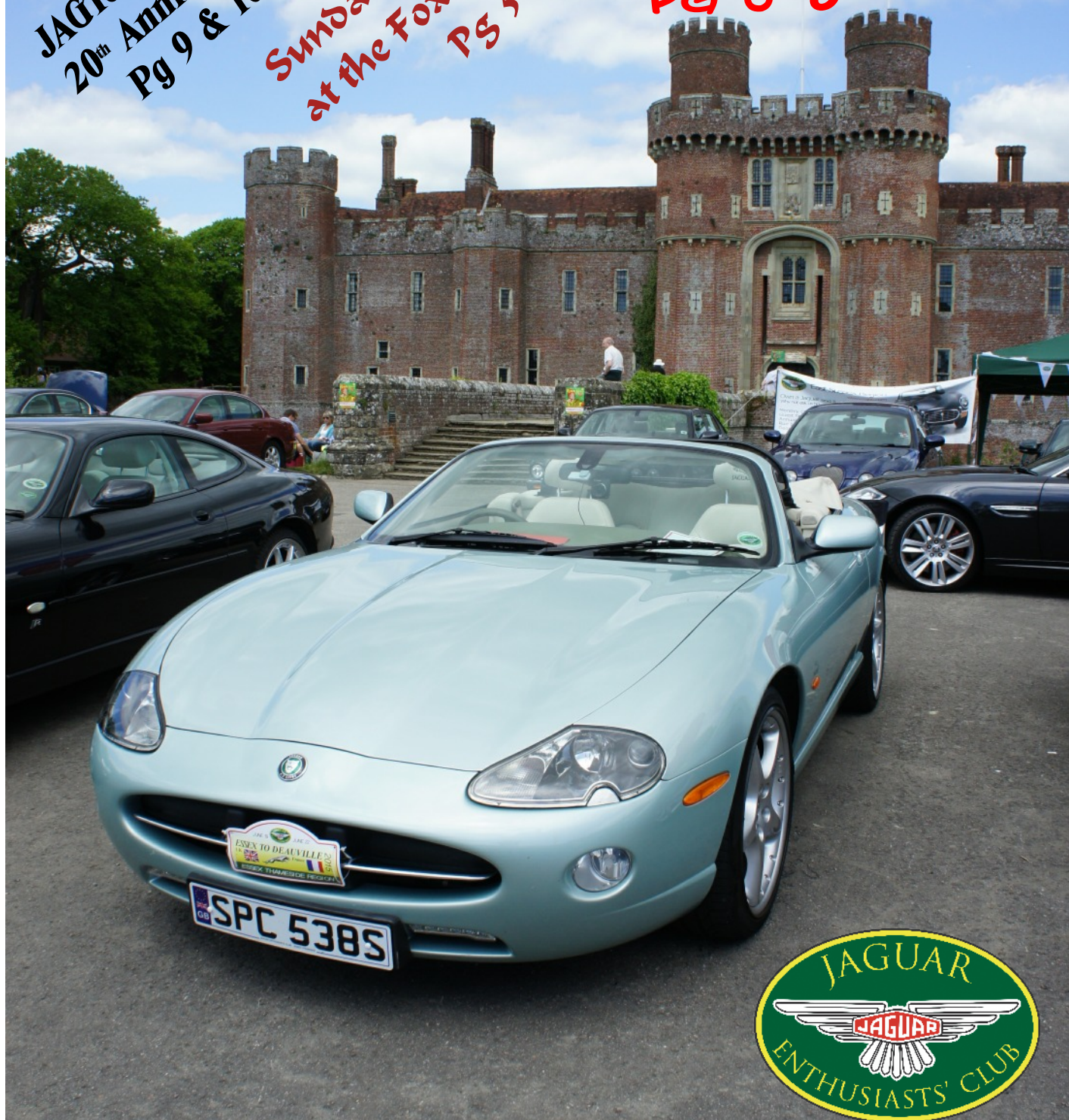
ISSUE No 108 APR 2016

ESSEX THAMESIDE REGION

JAGTechnic XK8
20th Anniversary
Pg 9 & 10

Sunday lunch
at the Fox & Goose
PG 5

BRANDS HATCH
TRACK DAY
PG 6-8





CHAIRMAN'S MESSAGE

Hi All,

As we head into April, our first main outing will be on "Drive-It Day" 24th April to Chislehurst Caves, followed by a carvery at The Grasshopper, Westerham. I am pleased with the response from members and hope it to be a memorable day out for us all.

Following this event we are off to our bi-annual visit to Battlesbridge in May with over 30 members attending and displaying their cars. Another great turn out from you, the members. Well done! A special display will be put on at this show for the 20th Anniversary of the XK8/R's. I have 13 members with XK8/R's indicating their attendance. The organisers have agreed extra space for us for this display. I have an XK8/R for every year of production (1996 - 2015) with the exception of 2000 & 2003. Does anyone have a 2000 & 2003 XK8/R that they can bring along??

Mary Monk is organising a trip to the Faversham Transport weekend on Sunday 22nd May. There are few spaces left as the organisers have had to put a cap on the numbers. This is a great show, where the Kentish town of Faversham is sealed off and only classic cars and clubs are permitted to park up. If you haven't indicated interest and want to attend, please get in touch with Mary straight away.

At our April club night, member and Club Treasurer, Richard Gibby, is going to give a talk on the British library, for whom he works. He has been involved in setting up a national library for the government of Qatar and has been over there on various occasions recently. Do come along and give Richard your support.

I look forward to seeing members at club night on Tuesday 5th April at Langdon Hills Golf Club.

Doug Warren, Chairman & Editor

PAGE INDEX:

Page 1: Club Member - Doug Warren's XK8

Page 2: Chairman's Message/Index

Page 3: Club Committee 2015/6

Page 4: 2017 Jaguar XJ?

Page 5: Fox & Goose Sunday lunch

Page 6 - 8: Brands Hatch Track Day

Page 9 -10: JAGTechnic XK8 Anniversary

Page 11: Event Planner

Page 12: Grange & Beadles Sponsors

D&C Prestige Cars

Jaguar and Land Rover Specialists

☎ Call us on: 01277 814 544



D&C Prestige Cars, Unit 17, West Horndon Ind' Estate, Brentwood, CM13 3XL
Check out all our services at www.dandcprestige.com

2015/2016 COMMITTEE

Doug Warren
Chairman & Editor

dwarren169@btinternet.com

Vaughn High
Club Secretary

vaughn.high@sky.com

Richard Gibby
Treasurer & Webmaster

rwgibby@gmail.com

Gill Cain
Membership Secretary

jeccain451@outlook.com

Committee Members:
Neil Shanley, Steve Perryman
& Mary Monk.



*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*

Tel: 01708 228150 or E-mail: info@essexjaguarspares.co.uk

www.essexjaguarspares.co.uk



ESSEX JAGUAR SPARES



INDEPENDENT JAGUAR SPECIALIST

FOR HIGH QUALITY SERVICING, REPAIRS AND THE SALE OF USED AND RE-CONDITIONED PARTS

JAGUARS WANTED:
ACCIDENT DAMAGED,
MOT FAILURES,
ABANDONED PROJECTS

ELECTRONIC FAULT DIAGNOSTICS
INCLUDING FAULT CODE READING,
WARNING LIGHTS EXTINGUISHED

K & H TRADING ESTATE,
ST MARYS LANE,
UPMINSTER,
ESSEX. RM14 3PA

THE 'NEW' 2017 JAGUAR XJ?

The Jaguar XJ is a worthy rival to the German luxury car trio of the Mercedes S-Class, BMW 7 Series and Audi A8 thanks to its dramatic styling, composed driving dynamics and high class cabin.

However, there are rumours in some motoring press magazines and photos on the internet to suggest that Jaguar will be replacing the XJ in 2017. Not sure how true this can be as the current XJ was first on sale in 2010, which would mean, if they were to change, it would only have had a life span of 7 years.



This is generally not the case for a replacement model.

However, late 2018 could be a date for us to see a replacement appearing in 2019, given the current car, a nine year life span, which is more realistic.

One of the suggested pictures is shown here. Personally, I love the shape and look, but this is not, I believe, a Jaguar photo. Shame really as it does look the part. What do you think?

Specialist in:

- Major accident repairs
- Light scratches & scuffs
- Wheel refurbishment
- Low baking oven facilities

01245 360645
Chaseside Industrial Estate, School Lane, Great Leighs, Essex, CM3 1NL
Chaseside Bodyworks

*Specialist in: Major Accident repairs
Light Scratches & Scuffs Wheel
refurbishment from £50 + per wheel
(as featured in June 09 newsletter)
Low Baking Oven facilities*

*Chaseside Bodyworks
Chaseside Industrial Estate,
School Lane
Great Leighs
Essex CM3 1NL*

Call 01245 360645

FOR ALL YOUR
*Jaguar servicing
& parts needs*

LOCAL | COMPETITIVE | PARTS
SKILLED JAGUAR TECHNICIANS
COLLECTION & DELIVERY
WHILE YOU WAIT SERVICE

0844 659 6191

Lookers
Customers for Life
JAGUAR SERVICE CENTRE,
CUTON HALL LANE, CHELMSFORD
ESSEX, CM2 5PX

SUNDAY LUNCH AT THE FOX & GOOSE

On the 28th of February some of our members and partners treated ourselves to a Sunday lunch at the Fox and Goose on the A414 near Chelmsford. The pub has recently been refurbished including an expansion of the existing space and the addition of The Bake House which serves breakfast, light lunch and afternoon teas. As that name suggests, it includes its own bakery – lovely smell of fresh bread! But it was to the main restaurant that our members and guests headed. Upon arrival we were greeted not just by our host, but by a crackling real log fire, a feature guaranteed to raise the spirits on a cold but bright winter's afternoon. Numbering twenty nine, we were well catered for in our own area of the expansive eating area. Upon entry, we were all given a card, uniquely numbered, with which to order food and drinks so that each member had their own tab and no cash changed hands until that person/couple left. Starting at 12.30, we carried on until 4.30 pm. The set menu consisted of three courses with five choices per course followed by tea or coffee. Both Chris and I believe it went well, but I will let the emails that we subsequently received sum up the day;

*I just want to thank you for organising Sunday lunch at the Fox and Goose, which I thought was excellent. The quality of the food was really good and well worth the £27.95. I thought the service was also good; everyone's courses all arrived together so no-one was left waiting, despite there being about 30 of us, and the waiters and waitresses were attentive without being intrusive. A nice pub dining room. You can definitely count me in for anything similar in the future. **Richard Gibby***

*Well done for organising today's lunch at the Fox & Goose. Ann and I had a very enjoyable time with the company and the food. We would certainly be interested to attend another such lunch. **Graham & Ann***

*We would like to thank you and Chris for a lovely afternoon. Well organised, good company. **Charlie and Irene***

*Dear both. You wanted feedback on the lunch, I would say you have now set a standard to beat as you could not fault the meal. Soup was filling and tasty, the Lamb fell off the bone. Julie's beef was succulent (as I had a piece) and the dessert came with the addition of ice cream. This was backed up with tea or coffee all in a relaxed atmosphere with good beer for £27.50. Can you keep this up I ask? **Vaughn & Julie***

*Hi, we enjoyed the Sunday Lunch. Nice venue, excellent food and good company. Must say, very large portions. **Roger and Miriam***

*Just to say well done to you and Chris for a lovely afternoon at the Fox. Your test will now be event number 2. If that's as good, you and Chris have the job! **Steve and Wendy***

*Excellent Sunday lunch and venue, do it again soon. **Gary***

Another is on its way.....watch this space!



www.ajservicing.co.uk

**Car, Van, Fleet Servicing
Basildon, Billericay, Brentwood,
Stanford-le-Hope, Upminster, Essex**

Tele: 01268 661722

Services available at this garage are:

- MOT Test (by appointment only)
- Servicing all makes
- Brakes
- Exhaust
- Tyres
- Clutches
- Tyres
- Engine tuning
- Electronics
- Diagnostics
- Steering
- Suspension
- Gearboxes
- Automatic transmission

We have been voted the best for quality and value within a 20 mile radius of our premises and strive to be number one in the country

Free collection and delivery within 10 mile radius.



A beginner's perspective of the February 2016 J.E.C. Brands Hatch Track Day

My tale begins in September 2015 when the Essex Thameside group visited Brands Hatch to watch the JEC racing group compete in a day's racing, we had a great day finding ourselves quite literally a fingertip away from the cars, the pits and the drivers.

Ideas started to bounce around between ourselves which resulted in looking at the new 2016 JEC racing series and Terry Dye the JEC racing coordinator attending our local meeting for a chat. Through the Club Magazine I became aware of the JEC members driving day where you could actually drive the Brands Hatch circuit in relative safety and have some instruction. Could this be for me I asked? Has the racing world been missing a hidden talent?

All I needed was a car thus the cogs started to turn, I have my XJ6 auto, I (or Julie (my wife) would add) she has the little red sports number of German Extraction famous for the hammerhead spin so I wasn't too sure about taking that.

I tried some of the club members, Graham Cooke, Chris White, Martin Seward and Steve Rider to name but a few but still needed to try harder. Trying closer to home I used my fisherman skills to lay a scent trail of Track Day literature, racing talk, car club magazine supported by the promise of free food from my fridge as I fed my son, Adam, talking of the thrill of driving Brands Hatch, but If only I had access to a suitable car!

I can say the bait wasn't even nibbled but swallowed hook, line and sinker. Adam was hooked with the thought of driving the circuit in his recently acquired classic Ford XR4i (V6 2.9).

Arriving at Brands Hatch as dawn was breaking (she nearly missed the turning – Joke) Using Adams XR4i, which for the purposes of a Jaguar day I should call it the honorary XK4i, we took the opportunity for a photo moment before heading in the direction of the track, once inside the course as you would expect we didn't bother too much with

directions, duly getting a little bit lost and very nearly entering the actual track beside the paddock bend stand, easily done I would add (for those of you who are smugly smiling and know the location!!) It reminded me of a film where the saloon car enters an ongoing race. Having found our way we went through the tunnel and into the pits where a garage was selected for both the XK4i and Geoff and Mary Monk's classic MK2 Jaguar which was soon to arrive. Followed by Graham and Ann Cooke's the XK8 and Chris White's in the S1 E type.

Booking in and sound testing the cars couldn't have been made simpler, just to paint the first picture of panic, we were standing in the queue to register when Adam made comment that this was supposed to be a friendly club track day but looking at some of the prepared cars that had turned up for example new F type Jags, track prepared XJS 4.ltrs and two beefy XJ6s to name but a few cars, clearly some were taking it seriously?

Geoff having joined us informed the group that he had been told we were all going to race together. We stood united in fear at this famous track, like the three musketeers facing the unknown or like rabbits in the headlights and Geoff wishing he hadn't won the raffle (second draw thanks to a new member).

Things started to calm a little when upon registering when we found you could declare your experience and would be put in groups accordingly.



The briefing commenced at 08.45hrs precisely, Terry Dye at the helm, track safety marshall's in orange coveralls doing their bit, just a few coloured flags to remember and hope you don't get black flagged. (Eh Geoff!) It was a simple and friendly briefing calming the nerves, at the conclusion we were to all get onto the track and complete a three lap sighting drive in convoy. Panic returned within the room as several cars had two drivers! What were we to do? Would we miss it? Could we go out together? I could sense the tension in the room rising.

"No problem" said Terry "you can all go out together" (I'm not actually sure this was relayed to the groups and marshall's?) we would do two sets of sighting runs, normality within the room was thus resumed.

Adam drove the first sighting set, we drove out of the pits, I thought this is actually it! we had arrived!

Remembering not to cross the white line and out onto the famous Paddock bend driving over and down to Halewood hill up into the Druids hairpin, continuing around the course.

Upon our return to the pits we saw another group lining up so grasping the opportunity I swapped over and took my turn driving down the pit lane and waiting behind a track prepared car before the off.

Now call me old fashioned if you like but I strongly suspect that this was where someone hadn't told someone

that we were doing another Duck and chicks circuit and to this day I think I had joined a slightly better blue group who weren't messing about with any sighting lap! As my sighting leader was off a bit faster than previously, in my terms like a nutter I thought I would try and hang on as this was a reserved driving lap wasn't it? Well I wasn't going to be left behind was I? I didn't think I was learning much and to be honest if this was the sighting lap I couldn't really go any faster! Feeling I was driving close to my limit I came off the pedal and cruised around coming into the pits slightly despondent that now I had done it and was that the experience?

I didn't really have time to discuss with Adam and Geoff my thoughts as we were off to another briefing and arrived in the room to be met with Terry and the Instructors who were ours to use and abuse for the day. It transpires that there was some serious experience here. We looked around selecting an Instructor (victim) who was to be a guy called Chris whom it transpired to be part of the JEC racing scene with an XJS (and a Porsche GT2). Chris I believe drives professionally for Subaru (are you sensing the quality of experience here?)

Geoff and I hid behind our age and sent Adam out in the XK4i with instructor Chris, I had planned to go last and give our car time to cool down between drives with Geoff having the middle turn in the MK2 but it wasn't to be. On Adam's return some four laps later I was asked to get in and we would be off. Adam looked at me smiling like a Cheshire cat and said "dad you're going to really enjoy this" personally I wasn't as sure feeling I had already gone around the track as best as I could. As soon as my bum hit the seat it was first name terms, bit of a chat about cars the Jag club and Chris's racing. I cannot speak more highly of the introduction Chris stressed he wanted us to really enjoy the day and the drive, to this end they had placed sighting and apex cones around the track, all would be explained as we went around and we were off !!

I know this was my first track experience but never have I had a day so transformed by instruction! Basically you braked where it said brake, steered a course to the orange direction cone and then turned the car to the yellow apex cone, as you sliced the apex you were towards the next direction cone where you braked, took the gear (usually third) and off to the next apex. For those that have an idea of the Indy track the far right bend which comes onto the straight past the main stand is called Clearways and the Clark curve. I discovered that once you sliced through the double bend of Surtees and McLaren, you headed straight towards the grass where there was a direction cone, taking third



gear and pulling the wheel over and pushing the foot to the floor carried you around the long sweeping bend holding the wheel in this one position you exited the bend still “hanging on” travelling across the track towards the pit lane tower, then selecting top gear and warp factor for the straight run across the finish line and Paddock bend. What a buzz!! In my opinion if you’ve not done it you owe it to yourself to experience a track drive, remember you’re not racing anyone but yourself!!



My drive was not all glory, I made numerous mistakes, I recall fluffing the gears and drifting around paddock bend in 5th gear on at least one occasion and missing the apex of the bend by about fifteen feet! After a couple of these moments Chris decided it would have been a better idea to have demonstrated the circuit and then let us loose so we pulled in and swapped positions. Bit of a mistake as Chris then decided he would drive us all around the track in the XK4i and once he got the taste we couldn't get him out of the driving seat! The point of my tale is to explain that my uninstructed blast around the track was complete child's play compared to how it was demonstrated and how I was to conclude driving on the day. If I had just turned up for any track day I would have driven to my initial ability flat out probably unsafe, got bored and gone home not wishing to go again. I am so glad we took the opportunity of a JEC track day where the provision of an instructor was offered and all included in the cost. It transformed the drive to how it could be done including the skills and tricks of getting around the track in my opinion it was worth every penny.

Having unleashed myself from the safety of our instructor I was “going solo” another mile stone. Graham who had come to watch for the day offered to take the passenger seat and spot for me, keeping an eye out for the faster cars approaching, we concluded with a number of laps and I was grateful for his assistance. Graham didn't say much and probably was busy holding on for dear life wondering if he made the right decision? You will have to ask him yourself.

Around 3 pm things were starting to quieten down and ease off. Instructor Chris appeared in the pit with a track tuned XJS, this car was called ‘Slick Cat’ owned by Ian (another JEC racer from Hertfordshire) Chris had no qualms about taking us out on the circuit in this car as they prepared for the new season. Adam, Julie and I all had the experience of being driven around the track at a racing pace and couldn't believe how the prepared car stuck to the ground. We had to drag ourselves away from both Chris and Ian to head for home. Thanking them we were assured of a friendly welcome should we visit any of their racing circuits during the new season, numbers were exchanged and we feel we had made some new friends on the day. I'm sure if the weather had been warmer and the others who came to watch had stayed into the evening all would have all been out on the track in the JEC cars

I'm sure Geoff will tell us of his experience of the day. It was great to see him out driving the Mk2 and we managed to grab a few photographs. Adam has already found four wheels in preparation for his track day slicks and he is talking of uprating the brake fluid and pads on the XK4i. He has decided to use his car again (with reservation) rather than just polish it and drive it at 30mph to a grass field for a show. As for myself what now? another phantom classic car or now possibly a phantom track car? Who knows I've got that wedding to pay for!!!!

Vaughn High

20TH
ANNIVERSARY
1996-2016



XK8 2016

JAGTECHNIC 5TH MARCH

Five members of the Essex Thameside Region who own XK8/R's visited Jagtechnic in Eastbourne for their 20th Anniversary event. The day started at Thurrock Services at 07:30am when we all met up and headed south on the M25 to the A21, then onto Eastbourne. On arrival we were met by Paul Chipp-Smith, the owner. The cars were parked up as best as possible in year order. There was a program of events planned which included the examination of a XK8 Coupe shell and areas of concern on the bodywork, the viewing of "Project XK" and a XK180 replica built on an XJS chassis. See pictures. Also, a presentation providing guests with an insight into the history of the XK8 and to how Jaguar brought the car to the global market place, presented by Peter Leake – Former Jaguar Global Dealer Training Manager.

In the workshop area, they had a complete bodyshell of an XK8 coupe on a ramp. The off side had been repaired and treated with a rust prevention silicon, whereas the nearside had not. There were four major areas of concerns relating to rust on the chassis of the car. One area has been well documented by me in respect of the floor wells on both the drivers and passenger side of the car. (See article in July 2015 newsletter edition?) The next area relates around the front and rear suspension areas. The corrosion caused to the front chassis legs is due to a design fault which allows for the ingress of water between three layers

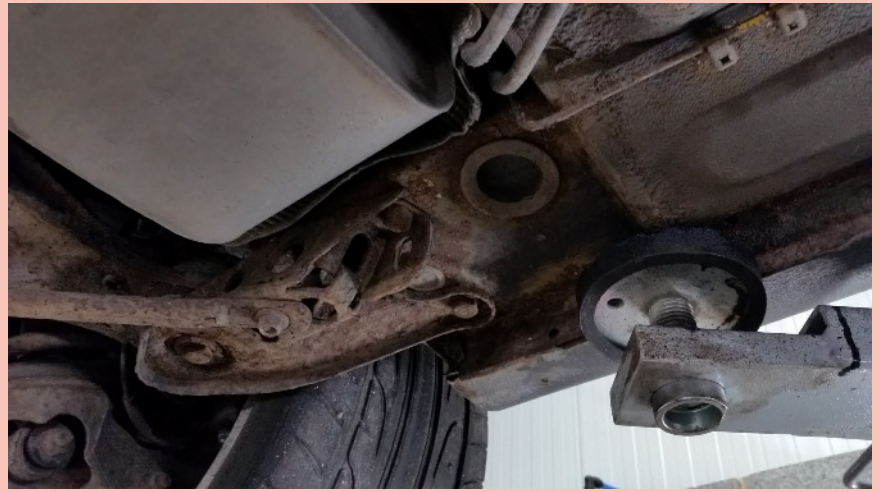


of sheet metal behind the area covered by the the damper and subframe. Corrosion caused between the metal subframe mounting bolt and the aluminium Vee mounting bush causes the rubber to split from the Vee Mount and in many cases causes the mounting bolt to snap or the retaining nut that it secures into within the chassis leg box section to separate from its weld if removed with an air gun.

The same problem is also found on the rear of the car where the metal A-frame mounting bolts pass through the A-frame mounting bush and into the chassis leg. Water ingress into the box section occurs where the folded metal sections that create the box sections are not sealed from the elements. The ends of the body side sills also corrode, especially on the rear and around the wheel arch. Corrosion to the rear wheel arches can be caused by exterior stone chips or moisture that is

trapped between the inner wheel arch lip and the rear outer quarter panel which are bonded together with a foam like bonding. Most of the work will need a major removal of subframes and suspension at the front and rear of the car in order to get to the areas to take the necessary action to prevent serious corrosions of the chassis structure.

The following pictures show some of the vehicles that attended the event.





REGIONAL EVENTS / OTHER EVENTS				2016
MONTH	DAY	DATE	TIME	LOCATION
APR	TUES	5 th	8pm	Club Night - SPECIAL TALK BY RICHARD GIBBY ON THE BRITISH LIBRARY - Langdon Hills Golf & Country Club.
APR	SUN	24 th	10:30am	“DRIVE IT DAY” Chislehurst Caves. Trip organised to the caves at Chislehurst with lunch. Pay on the day. FULLY BOOKED
MAY	TUES	3 rd	8pm	AGM Club Night Langdon Hills Golf & Country Club.
MAY	SUN	15 th	10am	Battlesbridge Classic Car Show FULLY BOOKED
MAY	SUN	22 nd	8am	Faversham Transport Weekend NEARLY FULL 2 SPACES ONLY Contact Mary Monk at: mary@bmcycles.plus.com
JUN	SUN	5 th	10am	East Sussex Jaguar Day On Sunday, 5th June, the East Sussex Jaguar Enthusiasts Club are holding their Annual Jaguar Day in the grounds of The Observatory Science Centre in Herstmonceux. Pay on the gate: £7.50 per adult £5 per children
JUN	TUES	7 th	8pm	Club Night Langdon Hills Golf & Country Club.
JUN	FRI/ MON	10 th / 13 th		Long Weekend in Reims Club European Tour staying at the Mercure Hotel in Reims. FULLY BOOKED
JUN	SAT	18 th	10am	St. Peter's Church Car Show. Organised by the 'petrol-heads' of St. Peter's Church, Harold Wood's local parish church. Our aims are simple, have fun, look at pretty cars, do something for the community, and raise money for London's Air Ambulance. Go to: http://www.stpeterscarshow.co.uk/booking and register. Make sure you select Essex Thameside Region when using the drop down menu.
JUN	SUN	26 th	TBA	Corringham Classic Car Festival Book directly with member Gary Mitchell at: corringhamclassicarshow@btinternet.com PLEASE ENSURE YOU MENTION THAT YOU ARE MEMBERS OF THE JEC ESSEX THAMESIDE REGION.
NATIONAL EVENTS				
				2016
MAY	SUN	1st	07:30	GOODWOOD BREAKFAST MEET Catering for open-roofed vehicles of all descriptions, old and new, to make the most of the early springtime sunshine. Registration needed, so go to https://grc.goodwood.com/login/?src=breakfast-club-event-pre-registration#uoqPUuyCawBVHRy.97 and log in and then register.
JUL	SUN	17 th	8:30am	18th JAGUAR WORLD/JEC LONDON TO BRIGHTON RUN. Greenwich to Brighton Race Course. Go to: http://www.jaguarrun.co.uk/About

ALL-NEW JAGUAR XF

**THIS IS NOT
BUSINESS AS USUAL.**



There is nothing usual about the All-New Jaguar XF. From its lightweight Aluminium Intensive Architecture, to its extraordinarily efficient Ingenium engine and state of the art connectivity. The All-New XF has arrived and it's time for you to put it through its paces. Prices start from £32,300.

Contact us today to book your test drive.

Grange Brentwood

2 Brook Street, Brentwood, CM14 5LU
01277 726315. grange.brentwood.jaguar.co.uk

Beadles Southend

Bell House Mill, Arterial Road, Leigh on Sea, Essex, SS9 5NG
01702 808080. beadles.southend.jaguar.co.uk

LOWER EMISSIONS

From 104g/km CO₂ (18% BIK)



HIGHER FUEL ECONOMY

Up to 70.6mpg



LOWER TOTAL COST OF OWNERSHIP

From Group 25E Insurance rating



THE ART OF PERFORMANCE

Model shown XF 3.0D 300ps S Auto. Official fuel consumption for the All-New Jaguar XF range in mpg (l/100km): Urban: 24.1-58.9 (11.7-4.8); Extra Urban 44.8-78.5 (6.3-3.6); Combined 34.0-70.6 (8.3-4.0). CO₂ Emissions 198-104 (g/km). Official EU Test Figures. For comparison purposes only. Real world figures may differ.