

# JAGUAR ENTHUSIASTS' CLUB

*sharing the passion*



ISSUE No. 128 DEC. 2017

ESSEX THAMESIDE REGION



## CHAIRMAN'S MESSAGE

Hi All,

As we head towards the New Year, the committee are looking at the arrangements for 2018 events. As you will already know, we have arranged for an exclusive Cotswolds Tour being organised by Scenic Car Tours on our behalf in

September 2018. Also coming up is the annual 'Drive It Day' on Sunday 22<sup>nd</sup> April as part of this days activity I have arranged a trip to Greene King Brewery in Bury St Edmunds. However, due to their restrictions, only 36 members can visit the brewery. That doesn't mean other members can't join in on the day, as there is lots to see and do in Bury St Edmunds. More details later next year. The visit to the Brewery will cost £14 pp, including a tasting at the end of the tour. One point the brewery do stipulate is that they cannot take anyone on the tour with walking difficulties or walking aids, and need everyone to wear flat, fully enclosed shoes. A roof climb will be included of around 150 steps but the views will be amazing - provided the weather is kind to us.

On 18<sup>th</sup> November, some club members joined with Essex & Suffolk Borders in a joint Christmas Dinner Dance. The event was again a great success including a short music hall revue by the 'Frinton Follies'. There will be a full report on the evening next month. We are hopeful that this event will be a regular admission to our event calendar. Those thinking of attending in 2018 might like to consider putting on a Essex Thameside 'show'. Any suggestions?

Those that attended the November club night will be aware that the committee produced it's own 2018 calendar which sold out virtually straight away. An additional order was placed and I believe these have sold out too. Those that haven't yet received their copy will be able to collect it at the December club night. Also, we have had some Essex Thameside Region mouse mats produced. These will be available again at the December club night at a reduced cost of just £2 each. See copy attachment. Talking of the December club night, this will be the final club night of 2017 and again we have arranged a free buffet for all members as well as our biggest raffle of the year with some great prizes and of course our end of year quiz night with prizes. Please try and get to the event on Tuesday 5<sup>th</sup> December at 8pm. All club members welcome.

*Doug Warren* Chairman & Editor



*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*



# ESSEX THAMESIDE REGION

## 2017/2018 COMMITTEE

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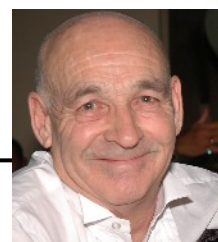
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## ROYAL WINDSOR JAGUAR FESTIVAL

### EVENT OF THE YEAR WINNERS

On the evening of Friday 10<sup>th</sup> November the national club officials were invited to the **Classic and Sports Car magazine Club Awards**, hosted by Lancaster Insurance. Shortlisted as finalists for "*Event of the Year*", the club officials arrived in hopeful spirits and were not disappointed as the Jaguar Enthusiasts' Club "Royal Windsor Jaguar Festival" scooped the coveted prize. **Rover fest** and **Triumphs unique F1 drivers parade** were the two other credible contenders, all wonderful events. In any other years they may well have won the award. The deciding factor being the incredible amount the club raised for the Prince Philip Trust, which raised over £95,000!

Pictured below receiving the award is from left to right, ?? Editor Classic & Sports Car magazine, Helen Hodgson, JEC Marketing & Sponsorship Manager, Mike Horlor, JEC Chairman, Rob Jenner, JEC Director & X308 Forum Co-Ordinator, Letitia Mace, JEC Show co-ordinator and Ant Anstead, TV Personality.



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## A VISIT TO COVENTRY TRANSPORT MUSEUM

While visiting the Classic Car Show at the NEC on the weekend of 10<sup>th</sup> to 12<sup>th</sup> November, Jackie and I took the opportunity to visit the Coventry Transport Museum. This is a great venue to visit if you are in the area. They do change the exhibits from time to time and the Jaguar section is worth visiting too. On display, as shown to the right, is the wonderful Jaguar CX-75 concept car.

### An Exhilarating Day Out in the Midlands.

Coventry Transport Museum houses the largest publicly owned collection of British vehicles in the world, and tells the fascinating story of Coventry and its people through the rise and fall of its biggest industry. Now fully reopen after a £9.5m redevelopment programme, this huge museum offers a whole **FREE** day out of fun and discovery for visitors of all ages – all in an iconic city-centre building, and all completely free!



On 30 June 2018, there is the annual **Jaguar Super Saturday** event planned, where owners of Jaguar are invited to a gathering outside the front of the museum to display their cars. Details of how to apply for a display place will appear on the Coventry museum website from late February 2018.



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Article published in the Sept 2017 edition of Classic and Sports Car Magazine.



## Jaguar XK8 Convertible

**Name** Doug Warren **Age** 64  
**Occupation** Semi-retired  
**From** Chelmsford, Essex  
**First classic** This, but I had a Herald, a B and a 2.5PI in my youth... if only I'd kept them!  
**Dream classic** Jaguar XJ220  
**Best trip** To Laon for this year's Circuit Historique

## PRESENT LOOKS TO THE FUTURE

As I approached my 60th birthday in January 2013, my wife wanted to make it special and said that, if I wanted a classic, I could get one, provided that I sold my 2002 Jaguar X-type. I was somewhat reluctant because I'd had that car for eight years and ensured that it had always been main-dealer serviced, and was in tip-top condition inside and out.

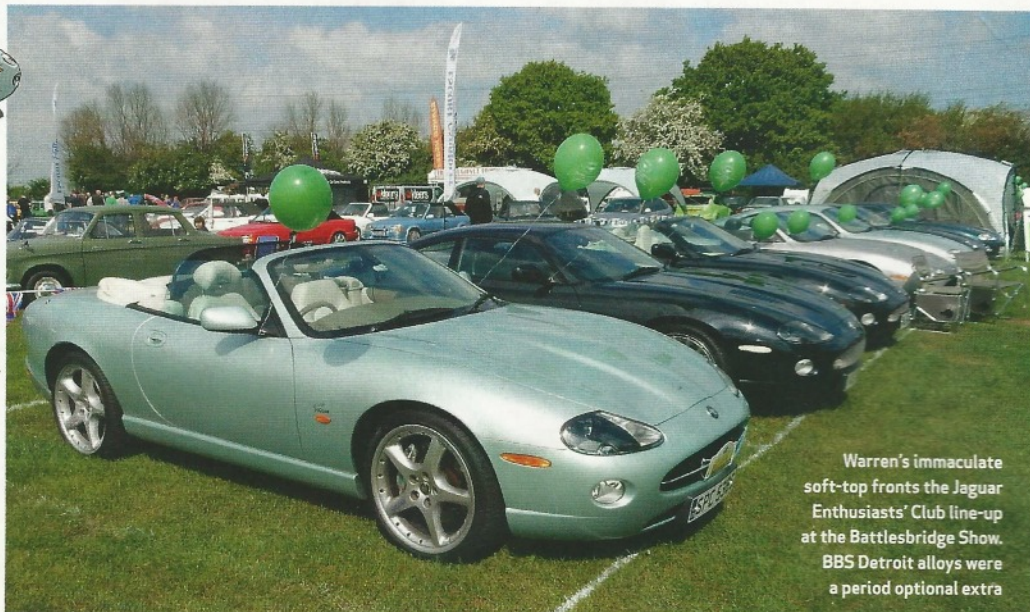
My dilemma as a Jaguar enthusiast, however, was which classic to buy? At the time, the E-type was out of the question due to the high costs and my dream XJ220 was just a dream. There were still a number of 1960s and '70s models that would suit my desires, but there was one underlying factor that I had to consider: no matter which classic I purchased, it was likely to be a money pit because I have seen other keen Jaguar owners succumb to this with their acquisitions.

But then I thought, why not buy a car that is beginning to emerge as a classic? That led me to the Jaguar

XK8, a beautiful modern design. The next consideration was, do I get an early one with all the known reported problems or one of the final models where a number of those issues were resolved?

I decided to go for a later model. Then came the consideration of which colour. There are plenty of silver, black and blue cars around, but I wanted something unusual. A black interior was out because I feel it always makes the cabin claustrophobic. My first choice would have been white, but for some reason this was not the 'in' colour during the late '90s and early noughties. I think that most white models were exported to the USA. The other factor was that I needed to view a few examples before buying one.

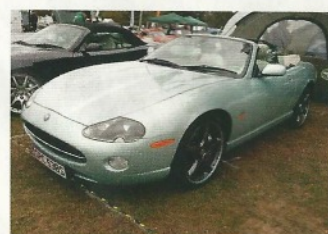
In reality, though, this never happened: I purchased the first one that I looked at. It was a two-owner 2005 4.2-litre XK8 Convertible in Seafoam with dark green hood and just 39,000 documented miles.



Warren's immaculate soft-top fronts the Jaguar Enthusiasts' Club line-up at the Battlesbridge Show. BBS Detroit alloys were a period optional extra



With the Seafoam XKR of David Lawrence



Battlesbridge, again: September last year



At 25th-anniversary gathering, with Mk2s

**'I had not seen another one this colour before buying it, but spotted five more at the London to Brighton start!'**

It was different in every respect because the first owner had added various sporty upgrades, including the Dynamic and Convenience packs as well as ivory leather interior and BBS Detroit 20in alloys, which were options at the time.

Over the four years that I have owned the car, I have added only another 18,000 miles. Throughout this time, the single major issue was floorpan rust on both sides – a known issue with all models due to a design fault at Jaguar. I had both of the rotten areas cut out and new panels welded in. The other works have been the normal requirements of any car – brake pads, discs, servicing, tyres et cetera, although it hasn't needed a new battery as yet.

The car is garaged all the time



Warren made pilgrimage to the pits at the old Reims track during visit to Laon Historique

and generally not used during the winter months, so a Ctek charger unit is used to top it up.

Although I thought that this was an unusual colour and I'd not seen another one in the same shade before I bought the car, I remember attending the first outing with it at the 2013 London to Brighton Run, which began at Kempton Park racecourse. On arrival, I was surprised to see five other Seafoam XK8s and XKRs dotted around the car park!

Included among them was a fellow Jaguar enthusiast, David Lawrence, who I had communicated with by e-mail over a number of years and regularly met at these events. It came as something of a shock to find that he was in possession of a similar model in the same colour as mine because we both had X-types when we met.

Wherever I show the car at shows in and around Essex, though, there are always comments about how good it looks in this colour.

## WIN! A BESPOKE GUY ALLEN PRINT

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# A BREEZE THROUGH THE NEC SHOW NOVEMBER 17



Thursday couldn't come around soon enough for this was the day my 'out of office' reply came on and stayed on for the following four days. This was the day that Steve, Brad and your scribe would head for the Midlands to enjoy the 2017 Classic Motor Show at the NEC in Birmingham.

Setting out a little after 10:00am, we experienced a gentle and uneventful cruise to Coventry and arrived at the Ramada at precisely 11:58am – which is exactly the time the Sat-Nav said we would. Too early for check in, we left our luggage at Reception and headed into Coventry – a city in which I lived for three or four years in the early '70's. Not much seems to have changed and, although there are some new landscaped areas, the dreadful Ring Roads, now a little crumbly in places, still dominate. New build is not in abundance here either, but there is a welcome exception – The Coventry Motor Museum, a free to enter delight for all motoring fans, historians and petrol heads alike. A good three hours was happily spent in its halls before check-in and re-acquaintance with the local hostilities. More of the Museum another time, for this is all about the Show.

09.45 Friday we were queuing outside Hall 2 and saw Mike Brewer and Ant Anstead who chatted with the crowd – whatever happened to Edd China? With around 2,500 vehicles on display, plus countless Trade Stands, we were keen to make a swift start. Onto Hall 1, then to collect our Souvenir Guide (none at Hall 2!) Our club stand is in Hall 2, so back there for a look around. Here you could walk the stands of; XJS Owners' Club, JEC Club, Daimler & Lanchester Owners Club, Jaguar Drivers Club – Oh, no you couldn't on that stand – various Lotus Clubs, Challenger E-Type and many more.

This year's show theme was "Family Ties". The blurb says "expect to see emotional displays from our 253 exhibiting clubs as they give us their own interpretations of how the subject of family applies to the motoring scene." With a slightly loose interpretation of this mantra, our much revitalised club stand fielded; an XJ220 gently rotating in its commanding central position flanked by a striking blue CX-75 (see picture on right), a lightweight E Type and, I think, a Le Mans type racer and the prize draw XK. A great effort and the result well worth it. Silverstone Auctions nearby presented some seriously lipsmacking hardware all ready to go under the hammer. Take in the gorgeous '49 Caddy Fast Back on whitewalls and wearing a blue metallic suit, whilst lesser exotics included a Mexico and Capri from Henry's workshops.



Hall 3 housed the Dealer Stands to the left with most Club and Specialist Suppliers' Stands to the right. Family cars from a bygone era, sports cars and more recent machinery were displayed, ranging from MG's through to Sunbeams, taking in such rarities as Austin

Sheerlines and Armstrong Siddeleys – must have one of those Sphinx mascots.

There was probably a car to suit everyone on the Dealer's Sale area. Interestingly, there were two XJS's, both convertibles for sale. One on the Arun Stand (from whom I bought my car), a Celebration in Turquoise at £28K and one older model nearby in maroon metallic for £38K! KWE, the XJS restoration specialist, showed a powder blue convertible with white and pale blue leather....mmmm. We discussed spares availability for the XJS, particularly the convertible – basically, unless you require running gear, there is very little out there. They said they had to make their own body panels. This is possibly because people hang onto the drop tops. On the corner of one dealer stand and going for a record £28K was a beige 420 automatic with low miles. It was very good and, if you like the colour, would be a neat car to own. I wonder if they sold it. (The clock didn't look like it worked, however!)



Enough of dealers and back onto the Club Stands where Hall 4 beckoned. Here Skill Shack Restoration Theatre and the Tools Sellers competed with the Clubs which were well represented by a plethora of “family car” clubs as well as the sportier marques including the Triumph Sports Six Club, the TR Register, and the Stag Owners Club. But it is the small clubs formed around the ownership of once popular mundane transport that always fascinate me. There is a club for just about anything, including, and not least, certain questionable products from Longbridge. The charming lady on the Maxi Owners stand admitted to owning two and one of them was on the stand with the seats all laid flat to make a double bed. Not a bad party trick and always useful. Next door, and don’t tell Clarkson – sat the Morris Marina Owners Club and Ital Register. The Marina 1.8 Special on display was one of only 6 left on the roads in the UK. I have owned a Coupe, an Estate and several saloons in my day. Good A to B cars, but old when they were new. The Vanden Plas Owners Club stand featured a unique “Landcrab” Vanden Plas – a prototype based on the Wolsey 18/85 – which was transformed into an elegant four light saloon, and which somehow escaped the crusher. Spirited displays from the Rover, Mini, Standard and Maestro/Montego Clubs.

When did you last see a Montego? I have never yet until this show, seen a vacuum cleaner (I think a Hoover upright from the 60’s) on display at a car stand. Well, the Gay Classic Car Group can take the credit. The theme continued with old transistor radios and furniture from the era. Great fun, but I shall not be applying for membership.

Hall 5 is always worth the money. Here you will see the Discovery Live Stage with your favourite TV classic car guys such as Mike Brewer. Adjacent to the stage, the Ford Clubs presented some impressive stands as did arch rivals, Vauxhall backed by their heritage division. I spent a fascinating few minutes on the Citroen Traction Owners stand discussing the differences between the Slough or Parisian built Light 15’s. In the UK, we had leather and wood in the cabin, plus trafficators, whilst the Gallic models got by with metal and vinyl. The light 12’s of the 30’s whilst noticeably shorter, actually had a narrower track as well. Monocoque construction, rack & pinion steering and front wheel drive in the 30’s - great innovations. If only poor old Andre had got that gearbox right – or had time to develop the auto box for which the car was always intended. The DeLorean Stand is well worth the visit and whilst the range of models is, well, restricted, there is always something interesting to see. The chap on the stand was also the author of the definitive book on the car and he was on hand to correctly answer any question that your anorak could think of. And it’s true, they were all fitted with Flux Capacitors! Seven show winners were displayed on the Classic American Stand. These finalists were entrants to the classic American Car of The Year, the winner of which to be announced on the Sunday. Check some of these Detroit bruisers – a 67 Mustang GT390, a ’57 Bel Air, further muscle represented by a Plymouth Road Runner, the oldest there was a 1950 Nash Ambassador, quite rare. Into the 70’s and this decade was represented by a gargantuan Lincoln Mk IV and an equally immaculate Chevy Caprice. But, my favourite there was the second oldest, a ’55 Thunderbird in white with red leather. Our own Richard Gibby also voted this as one of his show favourites.

Finally, with the hour glass rapidly emptying, a quick canter across the concourse returned us to Hall 1. The show sponsor, Lancaster Insurance Stand is a must. The models on display, all clad in body hugging black outfits were terrific and the twenty Pride and Joy finalists also contributed much to the stand. Do try to get there if you go next year. Over at TVR they displayed the reborn Griffith – soon to be on sale at a dealers near you. Jensen showed a barn find which was for sale, whilst the RR Club had a cut-away Shadow to help their owners with their DIY jobs – yes really – and a new Wraith which was open to the public. JDC, take note. Some other top end stands were there also including; Ferrari, Lamborghini, and of course, Porsche. I asked one of the people on the stand why they should be so expensive. He inquired as to what I call expensive, to which I replied £80 to 90k for something relatively modern that they produced by the bucket load. Didn’t really receive an answer, but they are well screwed together and a hoot to drive.



If you do visit this Hall, another must is the Meguires’ Club Showcase. Here you could view the 16 finalists of concours events around the country, the overall winner of which would be announced by Mike Brewer on Sunday afternoon. An eclectic mix but with a common theme of truly excellent preparation. Do see the ’89 Metro GS, the ubiquitous Mini, a Mk 1 Capri, a ’58 PA Velox, and not to be missed rare Triumph Italia (not to be confused with the Doretti) The Chevy 3100 Pick-Up was eye candy. I thought it to be a ’49 model, but the lady next to me said the cab was from that year, but the chassis was a ’52 example. She and her husband owned the machine which had no less than sixteen coats of paint, including four of lacquer at a cost of over £16 grand. I wonder if it won.

Well, that’s it, a shower followed by dinner in the hotel restaurant beckons finishing with a few drinks. May see Doug and Jackie there later. If you have never been, try to go next year. Perhaps we may see you.

*Written by Neil Shanley*



## **JAGUAR ENTHUSIASTS' CLUB NATIONAL AGM**

On Saturday 4<sup>th</sup> November I attended the national AGM at Birmingham where we discussed various aspects of the club. Mike Horlor was elected Chairman for the next two years, he takes over from Peter Purdom. The accounts were also discussed which all members would have received copies of with their November edition of the club magazine. The concern I had was the amount the club was overdrawn as shown on the accounts i.e. £34,410. However, the changes required to meet the new Financial Reporting Standard FRS 102 Section 1A for small companies mask the underlying strong financial performance in the year. Despite the new website structure being expected to have a life of at least 5 years, the previous treatment of website development as a fixed asset is no longer permitted and the full costs have to be charged to the Profit & Loss Account in the year in which they occur. In addition our memorabilia collection is now treated as a fixed asset rather than as an investment. The result for the previous year ending 29<sup>th</sup> February 2016 have been restated to reflect these changes. The new standards also brings considerable changes in the format and look of the accounts.

Putting aside the cost of the website development, the underlying profit before tax for the year is a healthy £21,602.

A further £19k is likely to come through on next year's accounts and it has been indicated that we are on budget to achieve this spend. Reduced costs on postage and magazine costs have been attributed to a reduction in membership. Exhibition/show costs were high, but some of the recovered costs was not possible due to the poor attendance figures at the Hull event, purely down to poor weather. Following the explanation of the accounts, it was indicated by Mike Young, the Financial Director, that the accounts are looking better this year.

Following this we had a talk from Calum McKechnie who is Jaguar's Classics General Manager on Parts & Accessories. He indicated that Jaguar Classics were to invest over £20m in parts for any Jaguars over 10 years, which now included the 90's S Type. He stated that parts are being sourced to ensure all owners of Jaguar cars over 10 year old will be able to keep their cars running. He also indicated that they had located XJS body presses and were in the process of re-commissioning these parts so as to provide body panels for this model. Also on the agenda was to provide authentic looking old radios with the capability of sat nav, bluetooth, DAB radio and many more features into these units. There will be announcements for these units next year.

Following the Windsor event, it was announced that over £95k was raised for the Prince Phillip Trust. It was regarded by Jaguar Cars as such a success, that they wish to forge closer links with us and undertake another major show in the near future. This is being considered. However, it was recognised that there were a number of failings of which the club were not totally responsible e.g. Saturday evening's event being one of them.

In 2018 a major event has been planned at Wroxall Abbey on 29<sup>th</sup> June to 1<sup>st</sup> July. The hotel has been totally booked for the occasion by JEC and various packages will be made available to members from a Bronze Package at £349 per couple to a Platinum Package at £449. Single rooms are also available at £279. More details will follow in forthcoming JEC national magazines.

Finally, there was no suggestion to increase the membership fee and therefore, this is to remain.

**JEC Summer Festival June 29<sup>th</sup> to 1<sup>st</sup> July 2018.**

**Wroxall Abbey Hotel Birmingham Road,  
Wroxall CV35 7NB**



**Wroxall Abbey Hotel**



# XJ6 - 50 YEARS ON

2018 will be the 50<sup>th</sup> year since the first XJ6 rolled off the production line. Since then, there has been about six incarnations of this car, which in fact won the Car of the Year 1968 title in What Car magazine, all those years ago. The XJ has represented the pinnacle of Jaguar's saloon car line-up and, with a few notable exceptions, one XJ has, broadly speaking, looked quite a lot like the next. Those members privileged to own one of these fine motors will be invited to many events being planned in 2018 to commemorate this car's history. I was lucky enough to have the opportunity to have the use of the current XJ over the weekend of the 3<sup>rd</sup> to 5<sup>th</sup> November thanks to **Grange Motors, Brentwood**. This car is the exception to



the look of the previous model XJ's. The car borrowed was a Jaguar XJ 3.0d V6 Portfolio Diesel Automatic 4 door Saloon (2017) with 20inch Orona Alloy Wheels, 4 Way Lumbar with massage, Adaptive LED Headlamps, Digital Television, Driver and Passenger Seat Memory, Electric 14 Way Adjustable Front Seats, Electric Rear Sunblind, Front and Rear Comfort Air Conditioning, Toughened Privacy Glass, Heated Steering Wheel, Heated/Cooled Front And Rear Seats, LED Rear Reading Light, Meridian Surround Sound S. A lot more options than was available on the original XJ6 of 1968!

In 2010, when the Ian Callum-designed model was launched, it was only the fourth time an all-new XJ had been created, and it was by some distance the most radical. Yet for all those who criticised the ultra-modern looks, the XJ, alongside the XF, marked the rebirth of the brand. To keep up with the fast-moving large saloon segment, Jaguar has updated the XJ twice with minor facelifts in 2014 and 2015 to keep pace with the Mercedes-Benz S-Class, the new BMW 7 Series and the growing threat from the Tesla Model S.

Even though it's still a saloon, the latest Jaguar XJ looks like no other XJ before it. Gone is the low-slung three-box look, replaced by design director Ian Callum's vision for a 21st-century luxury car. The XJ's driving position is fine and features a particularly well shaped and sized steering wheel, with gearshift paddles to its rear. Ergonomically, this is a fine cabin. It's also one that looks the part both at a distance and in detail. Leather and well finished wood adorn most surfaces, and there is a new-to-Jaguar digital dashboard display, in place of conventional analogue dials. Its resolution is fabulously high and there are some neat graphics: speeds closest to the car's current velocity are highlighted, manual gearchange selection is shown beautifully and the left dial is replaced by a small sat-nav map prompt at times.

The XJ is a car of nearly two tonnes, but from the driver's seat I never felt it was portly. The steering is light and quick but accurate, and for such a long car the balance is impressively neutral. The performance was very good, with an indicated 0 - 60 time of 5.9 seconds and a combined fuel consumption around 49.6. I am sure on my trip to Birmingham via A1, A14 & M6, I achieved at least 50 mpg using cruise control whenever I was able. Not bad for such a big car but the engine was a peach. I didn't find it at all intrusive like diesels of much earlier years. They really have come on in leaps and bounds since those days.

I am grateful to Matthew Overall of **Grange Motors** for the use of this car for the weekend and if you can get over the 21st century shape that Jaguar have embarked on, then this is a fine car to own. Yours for just £56k! Contact **Grange Motors** for more details.

## Chelmer Valley Car Meet

### Boxing Day Classic Car and Bike Meet



26<sup>th</sup> December 2017  
10.30 to 1.30  
The Horse & Groom P.H.



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REGIONAL EVENTS / OTHER EVENTS				2017
MONTH	DAY	DATE	TIME	LOCATION
DEC	TUES	5 <sup>th</sup>	8pm	<b>Christmas Club Night</b> Langdon Hills Golf & Country Club Free buffet and Quiz night included.
REGIONAL EVENTS / OTHER EVENTS				2018
JAN	TUES	2 <sup>nd</sup>	8pm	<b>Club Night</b> Langdon Hills Golf & Country Club
FEB	TUES	6 <sup>th</sup>	8pm	<b>Club Night</b> Langdon Hills Golf & Country Club
MAR	TUES	6 <sup>th</sup>	8pm	<b>Club Night</b> Langdon Hills Golf & Country Club
APR	TUES	3 <sup>rd</sup>	8pm	<b>Club Night</b> Langdon Hills Golf & Country Club
APR	SUN	22 <sup>nd</sup>	TBA	<b>Drive It Day -</b> Greene King Brewery Bury St Edmunds Details to be announced later
MAY	SUN	13 <sup>th</sup>	TBA	<b>Battlesbridge Classic Car Show</b> More details to follow nearer the time.
MAY	SUN	13 <sup>th</sup>	TBA	<b>Faversham Transport Weekend</b> More details to follow nearer the time.
MAY	SUN	22 <sup>nd</sup>	TBA	<b>Clacton Classic Car Club Show</b> Plough Corner, Harwich Rd., Little Clacton, Essex CO16 9ND. More details to follow nearer the time.
NATIONAL EVENTS				2018
FEB	FRI/ SUN	15 <sup>th</sup> -18 <sup>h</sup>	10am	<b>London Classic Car Show @ Excel Centre</b> Now in its fourth year, <b>London Classic Car Show</b> has established itself as one of the UK's best classic car events right in the accessible heart of the country's capital. Experience over 700 classic cars in London this February. <a href="http://www.thelondonclassiccarshow.co.uk/">www.thelondonclassiccarshow.co.uk/</a> Normal price per ticket is £25.00. However, go to this link and get tickets for just £20: <a href="http://www.groupon.co.uk">www.groupon.co.uk</a> and select London Classic Car Show then 'view deal'.
JUN/ JUL	Fri/ Sun	29 <sup>th</sup> / 1 <sup>st</sup>	TBA	<b>Jaguar Summer Festival 2018</b> The Club are hosting an exciting and fun-packed "all singing and all dancing" weekend based at the lovely Wroxall Abbey in Warwickshire. Members can book a package to stay at the Abbey throughout the weekend to be on hand for all the activities and fun. This year we are delighted to announce that Strictly Come Dancing stars Anton Du Beke and Erin Boag will be joining us to show off their dancing skills and even offer lessons. So get those dancing shoes on. More details will be released soon on ticket prices and what's on offer throughout the weekend, including any early bird offers.

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## THE ART OF PERFORMANCE

Fuel consumption in mpg (l/100km): Urban 17.4-64.2 (16.2-4.4); Extra Urban 33.2-83.1 (8.5-3.4); Combined 25.0-75.0 (11.3-3.8). CO<sub>2</sub> Emissions 269-99 g/km. For comparison purposes only. Real world figures may differ.