



Area 57 (Enfield) Newsletter

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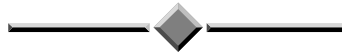
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We are coming up to the 25th anniversary of Area 57 next month. As a change from a lunch or dinner, we have booked High Tea at Mulberry House, near Chipping Ongar (CM5 9NL) on March 20th. The booking, which can only be held until 28th February, is for 5pm. Cost will be £11.95 per head, and consists of cocktail sandwiches, warm scones, Tiptree jam and cream and fancy cakes, with leaf tea or fresh ground coffee. I need names and a deposit of £5 per head as soon as possible to keep that booking. Please send cheques made out to me as soon as you can. Some of our members have been there for the High Tea in the past, and can recommend it. It would be nice if some of the less regular members are able to join us.



The following evening will be the AGM. As always, if there is anything that you want discussed, please let Doug know beforehand. Please try to be there as near to 8pm as you can so there is plenty of time after the AGM for the normal meeting.



Due to quite a busy April, we have put back the Breakfast Run at the Woodman to May 1st. As usual, Barbara needs names and £9 per head for this. Anyone sending a cheque should make it payable to her.



As I'm sure you are aware, we have been trying to get E-types for the Enfield Pageant this year to celebrate the 50th anniversary of the Marque. We have put both the E-type register and JDC Head office in touch with the Whitewebbs Museum and, hopefully, some E-type owners will book in. Ken Wilson will be bringing the JDC caravan for the Saturday and Sunday. As usual Eric will be collecting names for our Area display. As the EDVVS is also celebrating their 50th, some of our Area cars will be part of their display, so please come along and show your cars so our numbers are not too depleted.

Contact Eric to let him know which day or days you can be there.



As I mentioned last month, Keith Oswick was looking into getting a 25th anniversary banner made for the club. The estimated cost seemed quite reasonable, so it was agreed that he should go ahead with it.



The dates are in for the Hoddesdon Town Centre and the Gunpowder Mills shows; the 9th July and 6th/7th August respectively.



We have been in touch with Tom Jones's son, Mark, as Tom has unfortunately been in hospital for several weeks. We have asked him to pass on best wishes from us all.



VIVE LA DIFFERENCE!

Report by Eric Tetsell

Having recently been to three large car shows, one in England, one in Germany and one in France, I thought my comparisons between the three might be of interest to fellow car enthusiasts.

The NEC

First of all, the classic car show at the NEC, Birmingham. This show, by English standards, is a large indoor show. It is held in November when the classic car scene is stagnant so we never have any trouble taking a mini-bus full of Team Escargot personnel with Ossie and Richard acting as calming influences. Parking is plentiful and the show is staged over several halls. The JDC use this show to decide it's champions of champions competition. The JEC is also in attendance. It is great for meeting other members of the JDC that you only normally see at Stoneleigh or National Day or XK weekends. It has standard format club displays, auto jumble, car products etc., etc., and you can easily see this show in a day.

It is hard to be objective with the NEC as the majority of cars and exhibits are English, therefore I have seen most of them before - I think this might put the NEC at a disadvantage.

ESSEN

England, France, Belgium, Holland, Germany. Five countries we travelled through to see this enormous classic car show, or Techno Classica Essen as it is called. Enormous is an understatement. There are eighteen halls - yes eighteen! - with four areas that are outside. This show is run with typical German efficiency. There are food outlets, toilets, and bars in every hall and the standard of marque is outstanding. This show is where I saw a Horch car for the first time. At first, from a distance, it looks very similar to the Mercedes Benz 540K from the 1930's, and there must have been at least six of these beautiful cars at the show. The most unusual attraction was for me the amount of cars and commercial vehicles from behind the iron curtain. Most I had never heard of let alone seen. They had a style which shouts communism. It is amazing how a shape can convey more than what it is. Take, for instance, the swastika. Originally a design with Egyptian and Roman connections but to all people over 30 it represents a far more sinister meaning.

This show is not for the fainthearted, it took us two full days attacking it with army type effort and timing but well worth the effort. The format is as per the NEC but, and it hurts me to say it, better by a long way.

One word of advice if you ever find yourself going to Essen Techno Classica, pick a hotel to stay in that is close to the excellent tramway service. This jettisons you right at the front door, if you go by car it will take you at least two and a half hours to get there opposed to twenty minutes by tramway. Both Essen and the NEC are not in very interesting locations.

Now for the piece de resistance.

The Paris Retromobile

As with the other two shows I had a vested interest as there were cars on display that I had had the pleasure of working on. This show is the smallest of the three, but don't let that put you off. For this show Margot and I flew into Charles de Gaulle airport the day before the opening of the show. As the plane landed the cabin crew asked if we would like a look in the cockpit, which of course we did! The pilot let me sit in his seat and explained the banks of controls. Mind blowing. Margot had found a hotel close to the Porte de Versailles where the show was held and also close to the main Parisian attractions. Actually getting into the show was marred by typical French inefficiency. We could not find where to buy entrance tickets - and this was not a senior moment on our part as others were floundering as we were. We found ourselves in a large queue, getting larger by the minute, all not knowing what time the show opened. This was not surprising as the rather nice programme that you are given when you eventually buy your entrance ticket, doesn't tell you either where the show is or the time it opens! When we finally found the ticket kiosk and gained entry we were not disappointed. Almost without exception the majority of displays and exhibits were of the highest quality. Renee Lalique was in abundance, Bugattis' of superb finish were almost at every corner.

We had the pleasure of meeting members of the French JDC and we were taken by some of their accessories. Unusual caps in different fabrics with diamante jaguars and a beautiful articulated jaguar keyring. They were all 'one offs' custom made by a young artist and all very nice. Unfortunately so was the price, taking into consideration the pound against the euro.

As for getting around the show, oh for German efficiency. Apart from the two perimeter circles which were easy to follow, I defy anyone to navigate the internal maze. Even with this extra hurdle to negotiate it did not affect my enjoyment of this wonderful show. I had been told that if you go to the Retromobile once then you feel compelled to go again. What is it about France that compel so many Brits to converge on Le Mans and the Paris Retro. The Retro is easily covered as the show is quite small. You can get round in about four and a half hours which gave us time to go site seeing, taking in the Eiffel Tower, Arc de Triomphe and Champs Elysees. The metro is an very easy way to get around, we actually saw a double-decker metro train, which was a first.

Obviously Paris has far more to offer than the other two locations. As we stayed for four days it gave us the opportunity to see the show plus see the sights, take a river cruise and visit the Musee d'Orsay. This museum was originally a train station now beautifully converted. The museum centres on the French, and other European Impressionists and I must say most of this was not to my taste, but the sculptures by Rodin and others were excellent. As we were very tired by all the walking we nearly missed what was for me the piece de resistance, as upstairs we discovered rooms full of art nouveau furniture.

I have been told that we are going to America next year! I'm not too bothered about going if I'm honest - but wait a minute, if I remember right Clint Eastwood drove a drophead XK 150 along the coast of California in the film 'Play Misty for Me'. And not far from there is the famous concourse at Pebble Beach. I might just be swayed - It would be a shame to miss it wouldn't it.

