

JAGUAR ENTHUSIASTS' CLUB

ISSUE No 95 MAR 2015

sharing the passion



CHAIRMAN'S MESSAGE

Hi All,

As you may have seen through my various e-mails, a number of events are being planned for 2015. However, I cannot stress enough that in order to participate in some of them, you will need to respond to the e-mails sent, as quickly as possible. Some events have limited space available and it will be a case of 'first come, first served.' Check out the events page inside for up and coming shows.

The committee positions of Club Secretary and Events Organiser/s has failed to attract any volunteers yet. These positions do not necessarily require a big time commitment, but are a requirement in order to continue running this club. All committee members undertake their roles for the benefit of the club and you, the members, so that we can all enjoy the company and the cars we own. I do therefore encourage those members that have a few hours to assist with the running of the club, to step forward. Please do not hesitate to contact me if you want more information about the roles.

Featured in this month's newsletter is my personal experience with a local trades person. Read about it on page 5. If you have had similar experience with a trades person that you would recommend to fellow members, please let me know so that I can feature them in future editions of this newsletter.

Doug Warren, Chairman & Editor.



2014/2015 COMMITTEE

Doug Warren
Chairman & Editor

01245 261810

Mary Monk
Vice Chairman/
Secretary

01277 374030

Richard Gibby
Treasurer & Webmaster

rwgibby@gmail.com

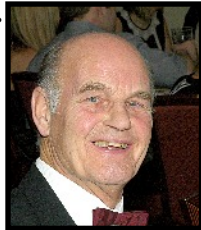
Raymond Berris
Membership Secretary

rayberris.jaguar@gmail.com

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*



GRANGE MOTORS

BRENTWOOD



For those that may be interested in viewing the **NEW** Jaguar XE, one will be on display at Grange Motors, Brentwood on Sunday 8th March for the day only from midday to 4pm.



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SUNDAY



12 APRIL

Over 29 members and partners/friends are now booked up for this visit. Because of the numbers, we will be having our own guide to show us around the museum which will cost £2 per person extra. Therefore the cost will now be £10 pp. (Normal entry price is £12 without the tour). As well as the cars on display, is the Archive Reading Room which contains an extensive reference library including a wide variety of books about motoring and the motor industry. Also featured at the museum is their Film & Picture library with its unique photographic collections of British motoring. It contains over 1,000,000 photos and negatives and over 7,000 film titles spanning back to the 19th century. For the adventurous amongst us, there is the Land Rover Experience: Take a seat and experience the extreme capability of Land Rover as your instructor navigates the purpose-built, all-terrain Gaydon off-road track. Rock crawls, inclines and descents will deliver an impressive twenty minute experience that will make you happy you stopped by. To arrange your Land Rover Demonstration Drive, please let Doug know a.s.a.p. You can buy tickets in advance and book a time slot. The 20 minute experiences run from 10.20 a.m. to 16.00 every day and cost £9:00. A cafe is available on site for coffee/tea and lunch. If any other members wish to join in with the visit, you will need to let me know as soon as possible. On the day, we plan to meet up at **Thurrock Services** at **07:45am** and drive west on the M25, then north on the M1 to junction 16, onto A45 and then A425.

JAGUAR SPARES DAY

SUNDAY 22 MARCH 2015

Over 200 stalls, all under cover, from U.K. and abroad. Regular stallholders range from established major Jaguar parts suppliers, restoration specialists to replica manufacturers and private garage clearances

Amongst the thousands of visitors are ever-increasing numbers from Europe and the rest of the world. They can find parts for the full range of Jaguar and Daimler models of all ages, both for routine servicing and maintenance and for major restorations. Many stalls are taken by enthusiasts clearing out their garages of miscellaneous spares.

There are up to 22 cars for sale at every event, ranging from restoration projects to classic and modern Jaguars.

The event is regularly attended by JAGUAR HERITAGE.

The JAGUAR ENTHUSIASTS' CLUB with their usual goodies, tools and the JEC Raffle Car will be at the next event.

Open to the public from 10.00 a.m. to 4.00 p.m.

Admission £9.00 payable at the gate - no advance booking



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007

JAMES BOND FILM GETS THE C-X75



Spectre will be the twenty-fourth James Bond film produced by Eon Productions. It will be the second film in the series directed by Sam Mendes and will feature Daniel Craig in his fourth performance as James Bond and Christoph Waltz as Franz Oberhauser. Spectre is scheduled to be released on 6 November 2015. A cryptic message from an unlikely source sets James Bond navigating the layers of a sinister organisation known as SPECTRE. As M continues fighting political pressures that threaten the future of MI6, Bond draws closer to uncovering a hidden truth that threatens to destroy everything he has fought to protect. The Jaguar C-X75, developed in collaboration with Williams Advanced Engineering, will feature in a car chase sequence set in Rome.

In December 2014, on the stage at Pinewood Studios during the launch of Spectre, Aston Martin and Eon unveiled the new DB10 as the official Bond car for the film, the DB10 was designed in collaboration between Aston Martin and the filmmakers, with only ten being produced especially for the film as a celebration of the fiftieth anniversary of the company's association with the franchise.



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How many of you have niggling stone chips? I had on our new Toyota Auris. It was only just over a year old - a Toyota Management car - but it had too many stone chips. I rang around a number of companies, Chips Away, Smart Repairs, Chipex, etc, etc, but all were not keen, indicating it would be better to spray the whole front. Very Expensive!!!! Then I found Paintmedic. I can totally recommend this company. Raf, the owner, is very pleasant and knows a thing about paint refurbishment. He has spent 25 years in the business and he knows how to put things right. Paintmedic is a mobile service in the South East of Essex, offering car body repairs at a competitive price. He carries out all aspects of car body repair from panel beating to spraying, experienced in all aspects of bodywork damage and paint restoration so you can be sure you are dealing with an established car body repair expert, no one is more committed to repair with excellence. He is not to be confused with most mobile cosmetic car repair companies where the repair will not be a lasting solution and may need to be reworked at a later date. I'm sure you will agree that having your car repaired at a local garage or body shop can be both costly and inconvenient. With Paintmedic you can have the body shop come to you. He is able to carry out repairs at your home or even at your place of work, saving you the need to take time off. He can also undertake the work at his unit in Wickford if need be. If its value-for-money that you are looking for then Paintmedic is the one to call.

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If you saw the article in the newsletter 82 - February 2014, where I had my headrest embroidered, as shown in the picture above, Lee Perry is the person who undertook the work. Lee has moved into premises next to Paintmedic. So if you have leather issues as well as paint issues, this is the place to go. Well recommended.

If you are pleased with the work carried out by a local tradesman, please let me know and I will feature it in future editions of our newsletter. This is how our membership can benefit from 'word of mouth' and experiences of other members. Please do get in touch.

Doug Warren

The continuing story of a Jaguar Mk II 3.8 MOD

Registration No: 5949DD.

Why a Jaguar MK2?

Ever since I was a boy I have been car mad and during my later career from 1991 I have been lucky enough to have as company vehicles 2 x XJ6's 1 x XJ8, 6 x Jaguar Sovereigns and 3 x Daimler Super V8's. From as far back as I can remember I have always wanted to own a red Jaguar MK2, but it had to be the ultimate 3.8 model in Carmen red with MOD and a red leather interior. The MK2 is an iconic shape which has stood the test of time and the best endorsement of this that I can think of is the fact that Ian Callum, the Chief Designer at Jaguar, has recently taken delivery of a specially made modern version of a MK2 whilst retaining the original shape. In 1997 I found myself in the fortunate position of being able to afford to buy one and I first saw the car when it was featured in the Classic and Sports Car magazine in June 1997 and in July 1997 it was advertised for sale in the same magazine, so I went to London, liked what I saw although it needed some work done to it to bring it up to 'off concours' condition, and bought it.



Car History

The car is an original 3.8 MOD as indicated by the number 205-475-DN. The Heritage Trust Certificate indicates that the car was opalescent dark green with suede green interior when it was manufactured on 19/06/1961 and left the factory on 3/07/1961 to go to Henlys in London. Since the vehicle was registered on 1st March 1962 it had one owner until 1984, although the registration document was only changed in 1994 to the last recorded owner. In 1972 frost cracked the engine block and this was subsequently replaced. The present engine block is, in fact, that 1972 replacement. The car was sold in 1984 and the owner began restoration by stripping the car completely to carry out a bare metal re-spray. In addition, some metal replacement took place to a very high standard. The car was then sold and the new owner transported the car to Newcastle-upon-Tyne, where it remained in dry storage until 1994. During this period, the owner transferred ownership to himself, although he never used the car. The car was sold again in 1994 and the new owner confirmed that the body shell was in superb condition, with the exception of the rear doors and boot lid which were replaced. The body and engine restoration of the car were completed in July 1995 however this owner did not register the car in his own name during his ownership and sold it on in July 1996.

The Initial Driving Experience

When I first drove the MK2 home I was very nervous as straight away you realise the difference in how you have to adapt you're driving to suit the car's 1961 technology. I will always remember the wonderful smell of leather and wood as I got into the car which is still there to this day. Two things became apparent from the outset, one being how hard it was to park the car due to the absence of power steering and the other being the way you had to double de-clutch to work the Moss gearbox and as first and reverse are so close together I kept putting her in reverse at the traffic lights, not the thing to do!

Works carried out by Jaguar

In order to be able to really enjoy the car I decided to sort out the steering and gearbox issues whilst retaining the original features of the car through having extensive works carried out to the car by Jaguar in my first 2 years of ownership including the conversion of the car to unleaded petrol, the replacement of the original moss gearbox with a late 1960's reconditioned synchromesh MK2 Jaguar gearbox and Jaguar power steering. In addition an electric fan and motorway tyres (with tubes inside) were fitted. The vehicle was then wax injected and under sealed and raring to go. Since this time the car has been fully serviced on an annual basis whether or not the car has covered many miles to coincide with the M.O.T. in April of each year by Mercury Executive Cars Limited of Hutton Essex. The car's bodywork has also been kept in pristine condition since 1997 with all necessary works being carried out on an as required basis to the highest standards by M&R body shop of Hutton, Essex.

Her own Garage

We moved house 18 months ago to a 'new build' and one of the criteria was to have a suitably large enough garage to use as both storage and a home for the car. I arranged for the car to go into container storage with a company that was expert at exporting/importing classic cars for 3 months whilst I had the garage converted into a 'room' before she arrived, this included putting a ceiling in with proper insulation, laying a rubber floor over the concrete to stop any cement dust covering the car and a foam protector on the wall. The garage is kept at a constant temperature of 20 degrees centigrade by the installation of 3 thermostatically controlled radiators and she sits under a special Jaguar 'breathing cover'.

Driving the car

The car had done 80050 miles when I purchased her in 1997 and the current mileage is 90104 so I have driven 10054 miles in 17 years or 591 miles a year. The car is used on a regular basis, at least once a month, but I never start her up unless I go out for a drive of at least 50 miles. I only go out in dry weather and in the 17 years that I have had the car I have never been caught out in heavy rain. Every time I get into the car I get that wonderful smell of leather and wood and when you start her up you always get that distinct 'burble' sound from the exhaust that only MK2's 3.8's make (I wonder if that is where they got the idea for the new Jaguar 'F' series 'burble' switch from!). When driving her I never idle along as I believe that the 3.8 engine should be used and fellow drivers are always surprised when I overtake them on dual carriageways. Using the MOD is great as you reach 50mph and slip her into overdrive and watch the rev counter go down by 1500rpm but you must always remember that to get her out of overdrive you need to slow the car down on the brakes to around 40mph for a smooth transition otherwise she jolts, then change down. The 60's synchro gearbox together with the power steering and the modern tyres makes her feel and drive like any modern car although in spite of being one of the first cars to have disc brakes (there is a warning emblem moulded into the chrome rear bumper to warn 60's drivers that the car would stop quickly) you have to remember that compared to modern cars it takes longer to stop! Keeping an eye on the engine pressure, which in my car is always a constant 40psi, and the temperature gauge, ensuring that it doesn't creep up much more than 75c is part of the driving experience and far more enjoyable than being told by a computer what the problem is, it keeps you on your toes and you become one with the car, something that you can only experience with a classic car.



Shows

As a member of the Jaguar JEC Essex Thameside Region I attend regular events but the Chairman knows that if there is going to be any threat of rain then my car remains in the garage! Nearer the event I get emails from the club Chairman giving me the most up to date weather forecasts and if it is going to be sunny I get the message "see you at the weekend as it is going to be dry and sunny".

I only attend local events so that if there is any sign of rain I can leave and get home in a hurry. The most recent event that I attended this year was at Battlesbridge on Sunday the 28th September which was a very sunny day with a record turnout of classic cars and motor bikes.

The only exception to this was when I took my MK2 to a furniture clinic at the Jaguar factory at Castle Bromwich to have the interior of my car professionally cleaned and it only rained lightly, just as we entered the outskirts of Birmingham on the Friday night. I even purchased new arms and wiper blades from Martin Robey as mine hadn't been used for 13 years just in case! I travelled up behind an X Type Jaguar and in front of an XKR Jaguar for the whole journey at speeds of up to 70mph and I enjoyed every minute of it as the car felt safe, behaved itself and was a pleasure to drive. Jaguar arranged for me to put my MK2 under cover the night before in their factory as we were staying overnight to ensure that we got there in plenty of time on the day. I was very proud of the fact that my car was so reliable over the distance of 260 miles although with an old car you constantly have to check that the psi is around 40 and that the temperature gauge is reading around 75 degrees, magic! The next day was spent washing, waxing and chroming my beloved MK2 before giving her a well earned rest in the garage for a while, but ready for the next adventure.





REGIONAL EVENTS /OTHER EVENTS				
MONTH	DAY	DATE	TIME	LOCATION
				2015
MAR	TUES	3rd	8pm	Club Night: Langdon Hills Golf & Country Club
MAR	SAT	14th	9:30am	MEGUIAR'S SEMINAR - Daventry, Northampton. Members are invited to attend. Each club seminar consists of a 45 minute presentation of "Best Practice" in the Training Room. This is a great opportunity to ask questions and hopefully dispel a few myths. Next will be an hour or so working on a visitor's car in our Detailing Bay to demonstrate products and techniques and give visitors an opportunity to try for themselves. Every visitor receives a pack of sachet samples to take away.
APR	TUES	7th	8pm	Club Night: Langdon Hills Golf & Country Club
APR	SUN	12th	8am	GAYDON HERITAGE MUSEUM - WARKWICKSHIRE Group booking for tour and lunch at the Heritage Museum. Deposit required of £4 pp. Contact Doug Warren
MAY	TUES	5th	8pm	Club Night: Langdon Hills Golf & Country Club
NATIONAL EVENTS				
				2015
MAR	SAT	7th	9am	SEMINAR - Jaguar V12 Engine - Covering Jaguar models such as, the Series 3 E-Type, XJ (S1, 2 and 3), XJS, XJ40, X300 (XJ 1995 - 1997). This engine has appeared in some of Jaguar's most desirable cars and the seminar is the perfect place to learn about the engine. Whether you are planning a rebuild, repair or general maintenance, Bob Bates, David Marks and Ken Jenkins will all be on hand to guide you through this very distinctive engine. The cost of the seminar is £60, which includes lunch. Contact Nigel Thorley at nigel.thorley@jec.org.uk if you wish to attend.
MAR.	SAT	21 st	9am	SEMINAR - Jaguar AJ6 and AJ16 Engine Seminar - This engine appeared in Jaguars built between 1984 and 1996 proved to be very reliable and remains popular with enthusiasts looking for a reliable, easy to maintain Jaguar. Experts David Marks, Bob Bate and Ken Jenkins will be on hand to present the seminar and answer the questions you have regarding the rebuild, maintenance and servicing of this Jaguar engine. Covering cars such as the XJS, XJ40 and X300 in their straight six form, this seminar is sure to be popular as these cars are still affordable and easy to maintain for the DIY mechanic. Book early to avoid disappointment. The cost of the seminar is £60, which includes lunch. Contact Nigel Thorley at nigel.thorley@jec.org.uk if you wish to attend.
APR	SUN	26th	8am onwards	JAGUAR WORLD/JEC LONDON TO BRIGHTON RUN £65:00 per car. Meeting at Chartwell, Kent. Contact Jaguar World at: www.jaguarrun.co.uk or call: 01959 541444

WINTER HEATER UPGRADE - JAGUAR 420

You know how it is, you're in the depths of Winter, cold, wet, freezing and you need to take that cherished classic out for essential work, MOT or, if you are really keen, just for the fun of it. The day is damp, the rain is falling to Earth in a grim drizzle – you need HEAT! A flick of the black toggle switch on the dash elicits a loud whirring sound from the bowels of the bulkhead and that sixties fan unit groans to life with barely enough puff to blow out a Birthday Cake candle. Meanwhile, all the glazed elements of the car are streaming with so much condensation you wish you had windscreen wipers on the inside. You try opening the "Draft Free Ventilation" (quarter lights), but this simply reduces the cabin ambience to that of your kitchen 'fridge.

Don't despair, help is on hand (I hope!). Having finally lost patience with these inefficient heaters, I decided it was time for an upgrade to drag it into the twenty first century – or very close. There are a couple of companies that can supply you with an exchange unit rebuilt with modern inners. Clayton Classics springs to mind. There is another company M & C Wilkinson that I have seen at Spares Day as well as several others which you will find via Google. Prices vary from around £360 to £450, exchange for a fully upgraded unit including new copper heater matrix, larger fan wheel and a more powerful fan motor, which sits onto a reinforced new mounting plate. The heater box is shot blasted and powder coated with new seals.

I wanted to keep my 420 as original as possible, so I decided to do the job myself using parts bought individually. Also I thought I would try a two stage conversion. Initially, by uprating the airflow. If this did not prove satisfactory, then I would fit a new heater matrix. (which is a simpler task – more later)

So, what do you need? Well, a fan motor, a fan, a new resistor and a mounting plate are the essentials. Simple – no chance! After a couple of visits to Spares Days, I obtained the motor and fan, (see photo) but the resistor and mounting plate proved elusive, unless you bought the entire kit. Knowing very little about putting this together and wanting the original unit to stay in the car to reduce the workload and subsequent disruption, I bought an old 420 heater assembly at Spares Day to practice on so that I could be sure that the job could be done without taking everything out of the car.

Now onto the work. You can follow this on the accompanying photo's.



- 1. Remove the fan motor from the practice heater. This is held by just a few bolts and comes out complete with the fan.
(These are easily accessible if the heater is still on the car.)**

- 2) Disconnect the wiring.



- 3) Separate the fan from the motor. This releases the original mounting plate.**



- 4) If you want to minimise the work under the bonnet, then it is best to assemble the new items on a workbench. You will therefore need the mounting plate from the practice heater. If not, then you will need to undertake items 1 to 3 on your heater on the car, but don't worry, it is accessible.**

5) The new fan is not the same depth as the original and the motor is also longer, so they don't fit, hence the need for the new mounting plate, which I couldn't obtain separately.



6) To solve the problem, I had a few goes at fitting them to the old heater unit from which I determined that a 20mm spacer would be required on the old plate.



7) This was achieved by cutting three 20mm lengths from a stain less steel tube that I had kicking around in the shed. (Thanks, Bob for cutting the tube). Mild steel could be used – easier to cut!



8) The fixing screws would then need to be replaced with correspondingly longer items.



9) The heater mounting plate from the practice unit was cleaned and repainted.

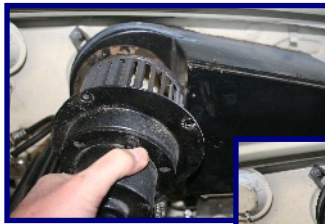
10) The new motor does not fit the hole in the mounting plate. There is a gap. I cut and glued a spare piece of widow rubber around the hole which, when the motor was fitted, sealed the gap.



11) All items were then assembled to make just one “part



12) The wiring has then to be fixed to it. With no new resistor, I had to use the old parts. The one from the old heater was not in good condition, so I used the resistor and wiring from my car. A quick bit of soldering and the whole assembly was ready for fitting. I then attached it to the old practice unit as a rehearsal.



13) Take off the air filter to gain proper access under the bonnet and unscrew the five small bolts holding everything in and withdraw the fan/motor assembly.



14) Offer up the new assembly and screw it in. A good tip here is to ensure that you shorten the new motor fixing lugs whilst still on the bench since they obstruct access to the fixing bolts. Presumably, the lugs are made longer so that they may fit other cars.

15) Reconnect all the wiring and refit the air cleaner.



What did I spend? Old heater; £30 (not really essential if you don't mind leaving the heater in your car inoperative for a few days) Fan; £20 Motor; £60 Paint, screws etc were taken from my store of spares. Should I wish to buy a heater matrix, this would cost £96 from Clayton Classics. It is an easy swap since this can be removed and replaced with the heater still in the car. Just take the small bolts from the front of the heater casing to gain access. The same company will sell you an entire DIY kit for around £250. Be aware that a Mk 11 heater has differently spaced inlet/outlet water pipes, so it is not a direct swap for a 420. I assume the S Type is the same as the 420, but worth a check if you are thinking about it.

Does it work? Well, the motor is near silent and more powerful. The car does get warmer. I have not managed to go out on a damp rainy day yet to test the demisting properties. Watch this space.

Conclusion; it is on balance best to buy the kit. OK, it is a little dearer, but avoids all the hassle of making parts and the learning process. If you have read this, at least the latter will not be a problem.

Neil Shanley.

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