

# JAGUAR ENTHUSIASTS' CLUB

*sharing the passion*

ISSUE No 105 JAN 2016

ESSEX THAMESIDE REGION

## **2016 CELEBRATION YEAR**

**JAGUAR E-TYPE 2 +2 INTRODUCED 50 YRS AGO**

**JAGUAR XJ40 INTRODUCED 30 YRS AGO**

**JAGUAR XK8 INTRODUCED 20 YRS AGO**



**Browns Lane  
visit by Neil  
Shanley**

**December Club Night  
Pictures inside**





## CHAIRMAN'S MESSAGE

Hi All,

Another new format for the newsletter as it is a new year. Hope you like it. I will be featuring a members car on the front cover each month.

So as we head into 2016, quite a number of new shows/events are being planned. We are still looking to find a couple for our trip to Reims in June, so if you haven't anything planned and wish to join 19 other cars on this trip, please let me know as soon as possible.

The committee are now desperate to find a Membership Secretary to take over from Ray Berris. I would urge all regular attendees of our club night who have a little time on their hands that are able to assist with this role to contact me or Ray immediately. This is a valued position which assists with the running of the club on YOUR behalf.

On page 4 of this newsletter, you will see an advert for the Silverstone Classic on 29<sup>th</sup>/30<sup>th</sup>/31<sup>st</sup> July 2016. This will be a big event and I have agreed with the organisers that we will have our own 'club stand' on the in-field for the three days. We have our own "special" booking code which will identify members of the JEC Essex Thameside Region. I have indicated that we will endeavour to attract at least 10 members to this event so I urge you all to consider this event and if you book one day or three days to let me know of your attendance as soon as you can.

I would ask members to consider their experiences with their Jaguar, whether it is how you got hooked on the marque in the first place, or works that you have had undertaken by others or yourself or any funny instances that would make good reading in this newsletter. Please forward me your article as soon as you can, so that they can be added to future newsletters. Don't forget to add photos too, if you have any.

*Doug Warren, Chairman & Editor.*

### PAGE INDEX:

Page 1: Club Member - Gary Mitchell's 420G

Page 2: Chairman's Message/Index

Page 3: Club Committee 2015/6

Page 4: Silverstone Classic 2016

Page 5: December Club Night

Page 6: Browns Lane Visit by Neil Shanley

Page 7: Browns Lane Visit by Neil Shanley

Page 8: Browns Lane Visit by Neil Shanley

Page 9: Jaguar to purchase Silverstone?


Page 10: Xmas Party Night/Sunday Lunch

Page 11: Event Planner

Page 12: Sponsors

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## 2015/2016 COMMITTEE

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Club Secretary

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Membership Secretary

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**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,  
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**[www.silverstoneclassic.com](http://www.silverstoneclassic.com)**

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# DECEMBER CLUB NIGHT

A good time was had by all at our Christmas Club night held on 1<sup>st</sup> December. A James Bond theme night was arranged and the 20 question quiz distributed related to the various films of James Bond, from 'Dr No' to the latest film, 'Spectre'. Some members, including the Chairman, dressed as Bond with the mandatory 'penguin suit' and Neil Shanley took it one stage further with the Beretta accompaniment! Just hope he didn't get stopped on the way home or he would have some explaining to do. Officer: "Who do you think you are?" Neil, "Well

Officer, my name is Bond, James Bond."

The quiz was won by Richard Gibby who managed to answer correctly 17 of the 20 questions raised. Well done Richard!! The James Bond aficionado was Neil Shanley, but he lost out to Richard by just one point.

The end of year raffle was undertaken with some 'special' prizes, including a £99.00, 10.1"

Google Android Tablet and a

£60:00, 32mb Escape Action Camera with Selfie stick!

Congratulations to Andy Munden for winning the tablet and Neil Shanley for winning the Action Camera.

Other prizes included various tins of chocolates, a Top Gear book of 'Dream Cars', a 'Ring' Tyre Kit including an electric tyre pump, a Practical Classic book on the XJ-S as well as a bottle of spirit donated by John Euesden and a tin of biscuits donated by Geoff and Mary Monk. Food was laid on by Langdon Hills Golf Club and included mince pies, sausage rolls, samosas, roast pots, all with the accompanying dips. It was also announced that Ray Berris was to stand down as Membership Secretary and a volunteer to take on this role was requested. Please e-mail me if you wish to consider taking on this very important role. Also, don't forget that a new chairman and newsletter editor will be needed after the May AGM, so please consider this too.



From left to right, Chris White, Neil Shanley, Doug Warren & Steve Rider



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# BROWNS LANE VISIT

A couple of month's back, Dave Flyn who runs a well-known Fit Out company, called me saying, "Clear your diary for September 25<sup>th</sup>". "Why?" said I. "Factory Visit" came the response. We do a fair bit of that in our line of work, so no surprises there then. Something to look forward to since Dave is well renowned for his entertainment skills even when making a humble trip to a supplier. Two months later with less than 48 hours to go, still no word from Dave. So a brief 'phone call elicited that the trip was still on, but that he had a bad bout of food poisoning and couldn't make it although I should go and take someone else along. Steve Potter, a recent XJS owner was the lucky fellow.

"Oh, and where are we going?" I hurriedly inquired.

"Browns Lane Jaguar Heritage – all expenses paid" came the answer. "Be at the rendezvous at 09.30 hours Friday and they'll take it from there." "Have a good time!"



Sitting beside the Warwick Road and nestling in Chadwick End, a leafy Suburb of Solihull, is the Orange Tree, an up market Pub Restaurant, and it is here, at the appointed hour we met our hosts for the day and fellow travellers. Once we had downed the coffee and croissants, seven black XJ's arrived to chauffeur all fifteen of us to our first stop – Browns Lane.

This former WW2 shadow factory became the home of Jaguar Cars in 1951 and remained the source of our vehicles of choice until 2005, when car production ended. It is now largely given over to housing with place names such as "Lyons Park" and "Swallows Nest" as lasting reminders of times past. There is, however, still a part that will always be Jaguar, for it is here that Jaguar Heritage has opened a brand new workshop facility to undertake servicing and restoration work both for their own heritage vehicles and for some owned by private individuals. Around the site you can see prototypes of new models, some disguised, some not. Unfortunately, photography was banned, but once inside, your happy snappers were give a free reign.

Harry Metcalf, founder and former editor of EVO Magazine, now, amongst many other interests, an ambassador for Jaguar Heritage, (and owner of the first Project 7 sold) led us into the scrupulously clean workshop and introduced us to Kev Riches – the Heritage Recreation and Engineering Manager. He guided our group around a tantalising mix of classics, some undergoing restoration, some in the queue. And what a selection! An XJ220 with only a few hundred miles under the tyres was in for recommissioning, an immaculate XKSS, an XJR, XK120, through to 150, a MK2 and several E Types were all receiving some form of treatment. One E Type had recently arrived from Paris – maybe a garage find – where it had been used as a daily driver all its life and had never been restored. Complete with the scars of Parisian driving displayed almost proudly, it was proving difficult to decide how much to do with it without losing its originality.

But, what we really came to see was sitting in the far right of the workshop. Sparkling under the shop lights was the tub of the next Lightweight E under construction. Along-side was number 1, fully completed and the star of the recent TV documentary, now on loan from its American owner, who, like the other lucky owners, paid over £1 million for the privilege of owning one of the last six official factory lightweights.

So, why are they that special? As Kev Riches explained, each part is minutely scanned and recreated before assembly, sometimes using original tooling. The all-aluminium body is handcrafted making it one of the most iconic cars ever produced. Six cars in total will be sold, each representing one of the missing models from the allotted eighteen which did not make production in 1963. (There is one prototype, but this does not carry the coveted chassis number) Each vehicle is built to the same specification as the original twelve, the last of which left the factory in 1964. The only difference being the larger front brakes – Health and Safety and all that! A high performance version of the renowned XK straight six which can be tweaked to the owner's preference, powers the car, which is 114Kg lighter than a standard E Type, so with 340 horses below the bonnet it should be, well, fast. The car qualifies for FIA historic races and no doubt some customers will take full advantage of this.



When I asked Kev about Lord March's comments that it was a replica and not suitable for Goodwood, he said that it was neither a recreation nor a replica, but rather a continuation – using the same materials, skills, tools, plans, factory and the remaining chassis numbers, it's just that the guys making them had a very long lunch break!

As a final bit of theatre, and with some flourish, Kev pulled the black cover from a car on a nearby ramp to reveal Light weight E Type number 3 (I think) all ready for its new owner. Looking underneath, it was as clean and well detailed as the rest of the car. Perfect for those unplanned roll overs.



We were expecting the E, but a surprise was waiting for us in the form of the new F-Pace. Not yet in the showrooms, it was the first time most of us had been up front and personal with one. This was a prototype that had been on the show circuit, hence the pearlescent white wrap. Kevin Stride (another Kevin, it must be a Midlands thing) the Line Director /Project Manager and parent to it over the last four years gestation, took us round. Sitting on 22 inch wheels, without ultra-low profile tyres, it did strike a good pose with the Jaguar DNA shouting its presence. If 4x4 SUV's are your thing, then this must be high on your list. Kevin explained that the chassis was conceived for the F-Pace without compromises with double wishbone front suspension and integral multi-link rear, similar to that of the XF. Size wise, it sits between the Audi Q5 and Q7, but avoids the bulkiness of both. An interesting feature for the traditionalists is that the standard instruments are analogue dials although a TFT virtual set-up can be specified. If you desire any more technical stuff, go to this month's JEC magazine where you will find the full fat technical debrief. Not all was smooth running for this project, however. As Kevin related, just when they were nearing completion, Porsche (them again) brought out the Macan. This really was an "Oh, Dear!" moment for the team resulting in some re-engineering, which, we were told, Tata generously funded without argument, thus ensuring the F-Pace was ahead of the game. With eight of Porsche's ten car range achieving five star ratings – the Macan is one – it will be a close run thing, but on looks alone, I would take the Jag any time. Before we knew it, lunch time was upon us and once again, we were ferried to our next destination by those black Jaguars. So, onto The Orange tree for a very satisfying, if alcohol free, lunch. My main course was a Flat Iron steak, one of the best I've tasted, all washed down with water and Ginger Beer. Hmmm. Luckily, we were not on a cookery course, so back to the cars!

Jag day part two took us to Fen End near Wroxhall. Set in two hundred acres of midland countryside, previously known as Honiley Airfield and used by the RAF since 1941, it is now home to the Jaguar Heritage Experience. Open during the summer months, it contains a hospitality suite, housing a small but perfectly stocked museum, a lecture theatre, refreshment facilities, goodie store, oh...and a few interesting cars just outside.

Set out before us were; a Range Rover SVR, an F-Type R, a Project 7, a be-winged XKR, a C and D type, a V12 E Type Roaster, an XK 150, and a Coombs 3.8 Mk 2, formerly driven by Graham Hill. It doesn't get better than this! First on the track was your scribe, but, amazingly, not in a Jaguar. Waiting on the tarmac was a blue Range. If 4x4 SUV's float your boat, then it has to be a Range Rover, and there is none better than the SVR 5.4 litre, with 540 wild horses waiting to be unleashed.



Once aboard and cocooned in that sumptuous cream leather clad cabin it was time to push that button....and that's when all thoughts of regally wafting round the track ended! This beast must have been developed by NASA. The head up display relentlessly rolled over the numbers at less than intervals of a second. Within the blink of an eye I was reading 93mph on the straight and I was rapidly running out of, well, straight. Thank God for good brakes! The soundtrack matched the performance – you remember the sound of Frank Bullitt's Mustang?



This was its equal. Yup, if I ever did buy a 4x4, this would be the one. What could top that? Try an F Type R...which I did. With 543 bhp on tap, an uprated chassis, this ferocious coupe is a blast. The noises are similar to the Range Rover, but it feels quicker and eats that track as if you were out for a Sunday ride to the church. But it doesn't end there. My instructor passenger suggested I push the switch on the centre console before the second lap. This was Sport Mode – or the Widow Maker – he joked. The TFT screen showed a silhouette of the car with all manner of suspension and engine components turning the devil's red. The feeling was that of the car hunkering down, with the steering tightening ready for a good thrashing. That

was soooo good! Later at the end of the day, we were allowed to choose a car to be professionally driven in around the track. This is the one I chose. What a ride!!! Try before you die.

Project 7 was definitely on my list. Jaguar have made a limited run of 250 of these, and as Harry was not going to let us drive his any-time soon, it was fortunate that they had a production prototype on hand ready to have some fun with. The roof, if you ever use it, may take about 20 minutes to erect, but that's the only slow thing about this car. Manufactured to honour Jaguar's seven Le Mans wins, this 567bhp beast cracks into life at the push of a button and just keeps on accelerating until you finally lose your nerve or run out of track. It even has a "Dynamic Mode".....the speed no doubt measured in parsecs! Yours for around £135K – they are all sold out!

Enough of the modern stuff, bring on some classics...and that's just what they did. Before us stood a V12 E Type Roadster, a C and D Type and a Coombs Mk 2. DOT the C Type was my first choice. "Don't push yourself in with your hand on the wing, it'll dent the ally". "No, don't heave on the steering wheel...it will break" Have you ever tried getting into one of these things without doing this? Thought not! Once ensconced behind the healthily intact steering wheel, I was instructed not to let it stall and by a careful use of the gears, I should succeed. Well, I used to drive old cars as a youth, so no sweat, we tootled out to the track without so much as a cough, let alone a splutter. I could almost feel that smugness envelope me like a warm fog. "Not much legroom" I observed as my feet were almost bent backwards on the pedals. "Well, Stirling Moss wasn't very tall" came the well-rehearsed reply. But what a brilliant feeling racing round the track in this machine. You need to drive this yourself. There are no electronic aids to help you here. Great fun and 60mph felt like you were doing 90! The Mk2 was more familiar, since it is the basis for the 420. So how hard could this one be? Quite hard, actually. Stripped of its creature comforts, 779 XKT was basically a Mk 2 shell with an engine and a couple of seats. But did it go? The first thing that struck me as I wrestled it round a bend was that there was no power steering and that the chicane was rapidly approaching. I was soon sweating. The car and, thankfully, its occupants did make it. The next lap was easier, but respect for those boys who raced these machines for hours on end. We have it too easy! This white example was Graham Hill's racer. There, name dropping again.

Eventually, we had to bid farewell and return to The Orange tree for drinks and sandwiches before the journey home. Do go on one of these if you are able, you won't regret it. And, thank you, Dave, for inviting me, even if you couldn't make it yourself.

*Neil Phanley*





Jaguar Land-Rover is considering a bid to buy Silverstone race circuit.

The Financial Times is reporting that JLR has asked property consultants Cushman & Wakefield to value the circuit and its land. Autocar understands the planned development would become JLR's headquarters in the UK, with plans to develop a heritage center, museum display, design workshop, hotel and customer handover buildings featuring as part of the proposal. In total, there would be offices for around 1000 staff. The value of Silverstone is reported to be £22.7m.

According to the proposals - which have yet to be turned in to a formal offer - JLR would make the British Racing Drivers Club (BRDC), which currently owns the lease to the venue, a tenant of the circuit. Silverstone Circuits Ltd, a subsidiary of the BRDC, would then operate it on JLR's behalf.

As such, racing activities are expected to continue to be held at the venue if the deal goes ahead, although the future of the loss-making British Grand Prix would be called in to question.

While being based at the so-called 'Home of the British Grand Prix' would add considerable kudos to JLR if it based itself at the venue, it is unlikely to want to subsidise an event that would severely disrupt its core activities.

Adding Silverstone to its portfolio would allow JLR to have a new formal 'home' in the UK - a themed experience in the same vein as Mercedes-Benz world, which is based at Brooklands. Parts of the Silverstone circuit could then be used for driving experiences, driver training and customer handovers.

For the deal to get the go-ahead, the BRDC would need approval from its 850 members, something that has been troublesome in the past when it has explored similar ventures. It has also sought a partner to invest in facilities at the venue for some time, without success. However, Autocar understands that the proposal is still in the very early stages, and even if the plan does go ahead a completion date would sit firmly after 2020.

It's believed that while JLR's Special Vehicle Operations Division will have a presence at the new site, the division's permanent home will still be at Prologis Park in Coventry.

A JLR statement to the Financial Times said the firm continued to look to "invest and grow its business operations in the UK."

The BRDC has not commented in public, but a statement sent to its members and seen by Autocar's sister publication Autosport suggested that JLR was one of several companies interested in the circuit.

"The British Racing Drivers' Club (BRDC) receives confidential approaches from a number of different parties attracted to the iconic Silverstone circuit and considers these on their merits.

"Should an attractive offer be received from any party, the BRDC board would seek a mandate from Club members before progressing it.

"We have no further comments to make on the recent press reports."

# Christmas Party Night

The club joined others at Langdon Hills Golf & County Club for its Christmas Dinner Dance on Saturday 5<sup>th</sup> December. The evening was attended by 35 club members and partners and all had a wonderful time. Our ladies all looked very glamorous in their long dresses or cocktail dresses. Us guys didn't do so bad either!!! From feedback received, the food could have been better. The room and tables were nicely decorated with typical festive theme. Christmas Crackers provided much hilarity as some of us acted out the charades from the insert. Also, present were the compulsory part poppers, streamers and balloons. The balloons were inflated and set off



around the room, ending in some rather embarrassing areas. The DJ was new and played all the right music which resulted in most people getting up and dancing. The accompanying tables on the night were nursing staff from Basildon Hospital who looked as though they too, enjoyed the evening. Some of the members stayed over at the hotel and enjoyed an afternoon chatting in the bar before going to get ready. Thanks to all those that supported the event. Due to the low turn out, the committee will be reviewing this event for next year. Members with alternative recommendations, please let a committee member know your thoughts.



## SUNDAY LUNCH ARRANGED ON SUNDAY 28 FEBRUARY AT THE FOX & GOOSE PUB



Ongar Road (A414), Cooksmill Green, Chelmsford, Essex, CM1 3SN.

Contact Chris White at [chriswhite@btinternet.com](mailto:chriswhite@btinternet.com) or Neil Shanley at [neilshanley@btinternet.com](mailto:neilshanley@btinternet.com) and provide a £5 deposit. The set meal is three courses at £27:50 with plenty of choice in each course. Please let either of these members know if you wish to attend, at the latest Club Night on Tuesday 2<sup>nd</sup> Feb 2016





REGIONAL EVENTS / OTHER EVENTS				
MONTH	DAY	DATE	TIME	LOCATION
				<b>2016</b>
JAN	TUES	5th	8pm	<b>Club Night</b> Langdon Hills Golf & Country Club.
FEB	TUES	2nd	8pm	<b>Club Night</b> Langdon Hills Golf & Country Club.
FEB	SUN	28th	TBC	<b>Sunday Lunch at the Fox &amp; Goose</b> , Ongar Road, Cooksmill Green, Chelmsford, Essex, CM1 3SN. Contact Neil Shanley or Chris White
MAR	TUES	1st	8pm	<b>Club Night</b> Langdon Hills Golf & Country Club.
APR	TUES	5th	8pm	<b>Club Night</b> Langdon Hills Golf & Country Club.
MAY	TUES	3rd	8pm	<b>AGM Club Night</b> Langdon Hills Golf & Country Club.
MAY	SUN	15 <sup>th</sup>	10am	<b>Battlesbridge Classic Car Show? To be confirmed.</b> Details nearer the time.
JUN	TUES	7th	8pm	<b>Club Night</b> Langdon Hills Golf & Country Club.
JUN	FRI/ MON	10 <sup>th</sup> / 13th		<b>LONG WEEKEND IN REIMS</b> Club European Tour staying at the Mercure Hotel in Reims. <i>One car and two passenger space still available. Contact Doug Warren immediately.</i>
JUN	SUN	26th	TBA	<b>Corringham Classic Car Festival</b> Details to follow.
NATIONAL EVENTS				
				<b>2016</b>
FEB	FRI/ SUN	18 <sup>th</sup> / 21st	10.00am	<b>LONDON CLASSIC CAR SHOW - EXCEL CENTRE, DOCKLANDS LONDON</b> The new and innovative London Classic Car Show was such a hit with visitors and exhibitors alike that when it returns in 2016 it will be bigger and better than ever. Leading names that have rebooked include Aston Martin, Citroen, Maserati, Nicholas Mee, Eagle E-types, Jim Stokes Workshops, Hexagon Classics and Classic Motor Cars. Go to: <a href="http://www.thelondonclassiccarshow.co.uk">www.thelondonclassiccarshow.co.uk</a>
MAR	SUN	20th	10.00am	<b>International Jaguar Spares Day, Stoneleigh.</b> Further details to follow.
APR	SUN	24th	8am	<b>JAGUAR WORLD/JEC LONDON TO BRIGHTON RUN.</b> T.B.C.

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