

CHAIRMAN'S MESSAGE



Welcome Everyone.

At our last club night Sue Morgan from 'Help For Heroes' came and gave us a talk. It certainly was a very moving talk on the work the charity carries out. I don't think any of us had appreciated how much the charity actually does. They assist our ex armed forces with ages from 17 to ninety odd years old. I would like to thank our members that donated prizes for the raffle, which helped to boost the raffle money raised. Sue emailed me to say what a happy group we are, and give us a massive thank you for all the donations. When the £250 raffle money was added to the merchandise money plus making the payment by gift aid we had raised £412.50. What splendid result, thank you everyone.

Over the course of the last month we attended a lot of events. We had 6 cars visit the Museum of Power breakfast meet. We attended the first Thurrock Transport Fayre, joined our Kent South region colleagues at Jagfest Event at Hole Park Kent and for the second year we attended the Blackwater Country Show. We also visited Woodham Mortimer's premises. Where we were given a full visit by Chris Ward, which lasted over 2 hours, going through the various showrooms and workshops. They certainly produce work to a very high standard, and have some beautiful cars for sale.

Over the coming month we will be attending The Maldon Show, and The Orsett Show. The Porsche Club have invited us along with other marques of cars to attend their BBQ at their club night. The last time I attended it poured with rain, but I am told they are expecting better weather this year.

Our new expanded email newsletter is taking off with more content. We welcome your articles. Don't forget you can see some of our articles, plus other content on our website at www.jecesssexthameside.co.uk

Happy Jaguar motoring. I look forward to seeing many of you at our next club night.

Happy motoring.

Regards

Graham Cook

Chairman Essex Thames Region

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JEC ESSEX THAMESIDE REGION

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1989-2019



*Club meetings are the first Tuesday of the month at 8pm:
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Neil Shanley, Robert Cain & Helen Clark



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JAGUAR NEWS



Jaguar has issued a voluntary global recall notice for its I-Pace electric SUV. Owners of 2018 and early 2019 models have been advised of a fault with the I-Pace's electrical regenerative braking system, which could result in extended stopping distances. The fault will not present itself except in the event of a failure of the regenerative system, which isn't an issue that has been reported. The company states that in the unlikely event of an electrical regenerative brake system failure, affected vehicles do not meet the regulated standard for the time to transition brake force to the friction brake system. "This means that the stopping distance may be potentially extended. A brake system software update will ensure that the vehicles meet the regulatory requirements."



Jaguar will not charge owners of affected vehicles for the repair, which it says requires only a short visit to a dealership.

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WhiteThurrock Transport Fayre - Sunday 2nd June.

Our club was invited to display our cars at a new show in Stanford-le-Hope, Thurrock. The show was being held by Edwards Show Vehicles to raise funds for the Essex & Herts Air Ambulance. They raised £1,000 for this good cause. On arrival we noticed the show was next to a car wash, but everyone had of course already washed their Jaguars.

We had 13 cars from our region on our stand, plus 2 of our members cars on the Edwards Show stand. One member (who will remain nameless) thought we had run out of parking space, so he decided he



would try and park in the middle of our event shelter. We managed to move the poles and tape over so he could relocate his car to the end of our row. We could see the organisers had put a lot of work into planning and organising the show. They had various food vendors, a licensed bar, a bouncy castle, go karts and a fair few stalls. The event was hosted by a DJ with live bands playing for most of the afternoon. Apart from our lovely Jaguars, they had a good section of cars including fast Fords, custom cars and trucks. The weather was kind to us yet again. To show their thanks for

everyone's support, the Air Ambulance helicopter flew and hovered over the show.



WhiteThurrock Transport Fayre - Sunday 2nd June.



Geoff and Mary Monk won the Best Classic Car Award for the show, with their red MK2 Jaguar, and were awarded a trophy. Unfortunately for whatever reason, the attendance of the paying public was very low. In fact I reckon they had more cars on display in the show than they had in the car park. I believe Edwards Show Vehicles will be putting on the show again next year, and no doubt they will be publicising the show harder.



Graham Cook, Chairman.

Laon Historique 2019

From Friday 7th to Monday 10th June the 28th annual Laon Historique event took place in France. Three members of JEC Essex Thameside Region attended and supported this event.

Scenic Car Tours arranged all the crossings and accommodation for the whole four days. Members stayed at the Best Western Plus Hotel in Soissons, about 30 minutes from Laon.



Friday 7th June: Most attendees travelled over by P & O Ferry from Dover and a few travelled on the Eurotunnel train. Unfortunately, those travelling on the train were delayed due to French industrial action (again). Ray Oliver and Claire Galbois-Alcaix were planning to take their E-Type to France but upon reaching Folkestone, the car's ignition barrel caught fire and they had to be recovered home. Fortunately, they

were able to swop to their 5L Jaguar XKR and returned to Folkestone and made their way to France, arriving at the hotel just before midnight! Steve and Beverley Warren were able to meet up at Bethune on the way down to Soissons, where arrangements had been made by Scenic Car Tours for a display of cars attending the Laon Historique in the town square. One of the biggest contingents at this event was the Panther Club of GB - 28 Panther Kallista's & J72's attended.



In total, 63 Jaguars had signed up to attend the Laon Historique, ranging from Xk120s, 140s, 150s Roadsters, through to various aged E-Types, to XJSs, XK8/Rs, XKs & F-Types.

Laon Historique 2019

On Saturday 8th June, all participants met up at 08:30am at Parc Foch off Avenue Du Marechal Foch. This is a large complex of buildings and grass lands where all of the cars were parked up.



Here, we collected our rally plates and bag of freebee's. This included a specially commissioned umbrella. As the weather was forecast to be fine, didn't really know why we would need it, but it was a nice gift anyway. *Little did I know!* So on collecting our bits and pieces, fixing our rally plates to our cars, we were divided up into two groups. They were then sent on a road trip around the villages of the area, in opposite directions, all meeting up together at Soissons. It was ironical that we had just come from there, although more directly than the route given to us to return! We took in the French



countryside along mainly 'B' classified roads. Our group of club members, were on the same route and tried as much as we could, to stay together. We initially took in the towns of Lizy, Fauoucourt, St. Nicolas, St. Gobain and other small villages along the way, before arriving at Avenue de Mail where we stopped for lunch. This consisted of complimentary freshly made baguettes with various fillings, including vegetarian, a donut and a bottle of water.

Laon Historique 2019

It was a mammoth task to distribute to over 700 drivers, passengers and motorcyclists, but was undertaken with military precision's. While we were eating our lunch, the organisers photographer was taking pictures of the cars parked in the 'holding area'. We were later presented with a presentation folder with a 8.5 inch x 6 inch picture of our cars included, again all free! A wonderful reminder of our event.



On Sunday 9th June, we left our hotel in Soissons for Laon again. However, our cars had got dirty on our travels the previous day and needed a spruce up. Having enquired at the hotel reception we were directed to a self service, 24/7 car wash not far from the hotel.

From here we made our way to Laon and had been directed to go to Palace Victor Hugo, on the north side of the town. On arrival, were sent back into town again. We eventually made our way to the Ramparts where we parked up with other participants.



The parade laps of the town were not due to start until 2pm, so the "Essex Crew" went sight seeing in Laon. One of the main walkways had been decked out with umbrellas, another with reflective strips of plastic. Very effective in the small streets of Laon.



Laon Historique 2019

Come 2pm, we had all returned to our cars ready for the parade lap of the town. This is approximately a five mile route though the town and around the perimeter. As you can imagine, this was to be a vast task, to organise. Just as we were about to start off, it started raining! *Now I know what the free umbrellas were for!!!* However, I am pleased to say it was short lived and by the time we actually started the circuit of the town it had stopped. There were horns, claxons, and

two tone horns going off everywhere, and the public that had come out in their droves, enjoyed the display. Big muscle cars with V8's and V12's roared their engines at every opportunity. It was a sight to behold.



On this occasion, the event was to mark the Great British Marques, such as Rolls Royce, Bentley, Jaguar, Aston Martin, etc., and they were certainly in abundance.





JAGFEST 2019

Sunday 16th June was the first Jagfest put on by the Kent South Region in association with the National JEC. Having checked the BBC weather forecast on various days prior to the event, there were aspirations that the day was going to be dry except at around 10am. How wrong could they have been! It rained on and off all morning.



Photo supplied by Liz Croxsons

14 club members and partners met at Lakeside Services at 8am before taking the journey to Cranbrook to the event site.

The event was being held at Hole Park, which is a 16-acre, family-run gardens with a renowned bluebell wood, in bloom in spring, plus a tea room. On entering the site the first thing noticed was a sign that indicated '*the gardens were closed today for a private function*'. This is the first time I have come across a JEC event when members of the public were excluded from a Jaguar show. A bit disappointing really.

However, I know a lot of work and preparation would have gone into arranging the show, but there was a lack of stalls and trade stands. A big marquee had been erected within the show site but was very empty. Also, there appeared to be a lot of spaces around the field. The obvious reason for this may have been that the weather no doubt had put people off.



Photo supplied by Liz Croxsons

Having entered my car into the 'Pride & Joy' competition along with 20 or more other enthusiasts, we were continually wiping off the rain from our cars throughout the morning. Having got through 6 large drying cloths, I gave up in the end. Whether it was that or the fact I had failed to clean the inside bottom edge of my bonnet or the small chunk of alloy missing from my nearside front wheel - pointed out by the judges - meant I did not win a runners up prize or the category prize, I came 6th in class. Not to worry, point taken and will address this issue for the next time.



Photo supplied by Liz Croxsons

Essex Thameside Region set up their stand within the field area and erected the Event Shelter. This was a place of sanctuary for all members to shelter out of the rain and were able to socialise together.

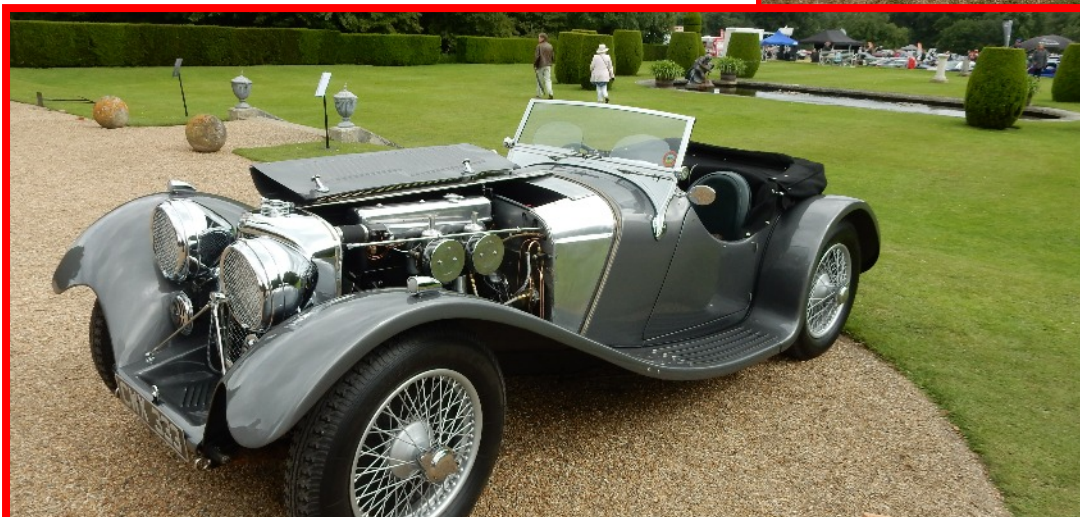
Various cars were on display for enthusiasts to drool over including this original SS100.



Photo supplied by Liz Croxsons



'Pride & Joy' entries.



Surely this weather for ducks, not dogs!





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Paper Mill Boat Trip

On Saturday 25th May, a number of club members headed down to Little Baddow, nr Chelmsford to board the Chelmer Cruises barge called “Victoria”. She was built in West Yorkshire in 1975, specifically for the Chelmer & Blackwater Navigation Company. She is 57’ (17.4m) long and has a beam (width) of 12’ 4” (3.75m). Her design is conventional for a wide beam boat of this type with a flat bottom and steel plate construction. She has an upswept bow with the forward well-deck modified on both port and starboard sides to accommodate easy wheeled access to the vessel’s open-plan interior.



The day was warm and dry, which always is a bonus on trips like this. We filed into the hull of the boat and took our seats awaiting the journey down the Chelmer, through various locks. We headed toward All Saints Church at Ulting which is close to the river. The trip was

3 hrs long. On our way we saw people swimming in the river, not something I would consider bearing in mind the risk of Weil’s disease which is very prevalent in these waters.

It was a leisurely journey up the Chelmer taking in the landscape & wildlife living around the river banks. It was helped too, with the bar on the boat which members



took full advantage of! It was a very social occasion where members could enjoy each others company in such a congenial atmosphere.

A DAY AT THE MUSEUM

PART 1

Thanks, Richard for your splendid article in last month's Newsletter, and, of course, for the travel arrangements – a full travel pack complete with not one but two Michelin maps, itinerary, list of travellers and their cars and even pre-booked car parking. Travel Destinations, eat your heart out. He's a real Thomas Cook in our midst.

The trip was not only fun, but educational. For example, why do I often refer to Holland as The Netherlands? Well, it turns out that The Netherlands comprise twelve provinces and North and South Holland are just two of them, but probably the most important. And, did you know that the Dutch are on average the tallest people on the planet? This fact was demonstrated to your scribe when some of our party visited the renowned Louwman Motor Museum in The Hague. But more of that later.



The museum is housed in a purpose built facility located in a park adjacent to the Royal Palace, enclosed by a canal and virtually hidden from its surroundings by beautifully designed landscaping. It was founded in 1934 by Pieter Louwman - the official Dodge and Chrysler importer – with the purchase of a twenty year old Dodge motor car. The collection has been at its current address since 2010 and focuses on vehicles of historic value and also includes motor cycles, bicycles, carriages, automobile art, and even a plane or two. Some are totally original, some unique and range from super luxury to affordable family runabouts. And all have a story to tell. So, let's get in there and take a look.

Upon entering we were waved away from the public car park and lined up outside the Main Entrance. Now that's what I call service!

A DAY AT THE MUSEUM

PART 1

The Reception Hall itself was amazing containing an eclectic array of exhibits which included a prototype Daf Daffodil, complete with its then revolutionary Variomatic Transmission, (below right,)



a '48
Tatra 87
from the
Czech
Republic,
(right)



a Shanghai
SH 760 from
the 80's –
think 50's
Mercedes –
(Left)



a Steyr
Type 55
Baby,
(Porche's
for-runner
of the
Beetle),
(left)



a Lancia Astura of 1937 its flowing Art Deco lines penned by Farina, and a '52 XK120 fixed head. More recent were a Volvo PV444, a Citroen DS, a Toyota 2000GT and a Corvette 427 Sting Ray from 1966. But take a look at probably the wildest exhibit in the museum, the Lincoln Sedan Delivery Deco Liner with a Harley Davidson Sportster Deco Scoot. What a hoot! Clearly inspired by the streamlined designs of Figoni and Falachi or maybe

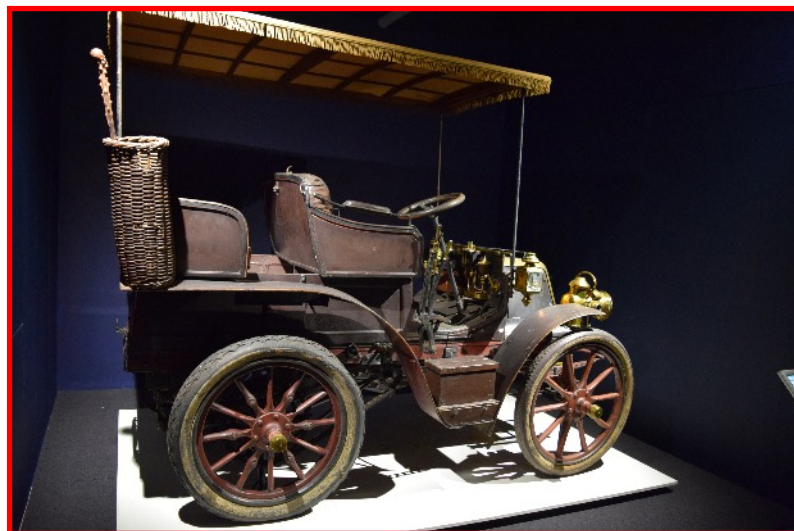
Scoutchik, of the 30's, this apparition hints at the lines of the Lincoln Zephyr of that era and is one of the best custom jobs that this writer has seen. All this to carry your motor bike in style. Hmmm.



A DAY AT THE MUSEUM

PART 1

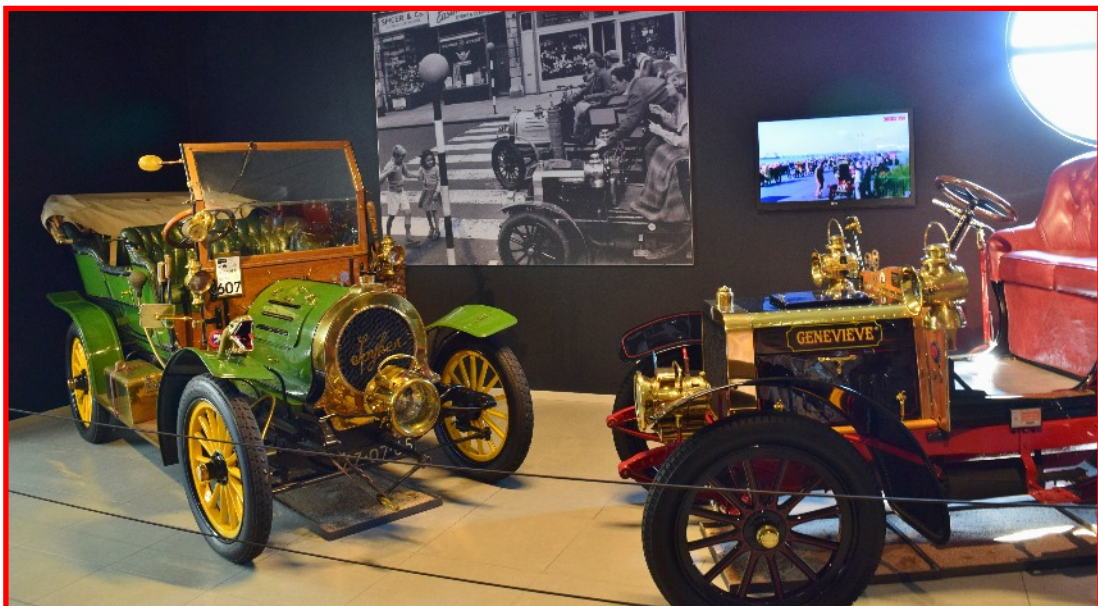
A quick trip in the lift brought us appropriately to “The Dawn Of Motoring” – some lift. Here we were greeted by a horse drawn wagon overlooked by a painting of a very similar device but the latter was painted 200 years before the former was built. Pretty slow progress don’t you think? Well, the Internal Combustion engine soon put the metaphorical hammer down. Within this section we were whisked from the early pioneers of the late 19th century to the Roaring Twenties taking in such delights as; an 1887 De Dion Bouton Steam Quadricycle, a '99 Panhard et Levassor Type A1 Double Phaeton, a Buffum Stanhope of 1895 – the world’s first 4-cylinder car, American of course. (They also produced the world’s first production automobile fitted with a V8 engine).



I have merely scratched the surface of this section, so apologies for the lack of detail and the haste but,



before moving on, let’s see a few more gems, and what better to see but a totally unrestored 1895 Panhard et Lavassor Phaeton with Capote. There were more Phaetons here than you could shake a stick at and the P & L Company were one of the oldest manufacturers in the world, producing a choice of twenty models. This 124 year old Paris-built time warp example looks ready for the London to Brighton run. Speaking of which (what a Segway) yes the 1904 Darracq 12 HP “Genevieve” was also on display complemented by the home grown Spyker 12/16 HP Double Phaeton, also used in the film “Genevieve”.



A DAY AT THE MUSEUM

PART 1

Another Darracq nestled nearby, this time much smaller – an 8 HP Two Seater from 1901. And finally, where would we be without a Curved Dash Oldsmobile Model R Runabout? Not the rarest of vehicles – they made 11,000 before production ended in 1907, making it America's first volume production car. This one dates from 1903.



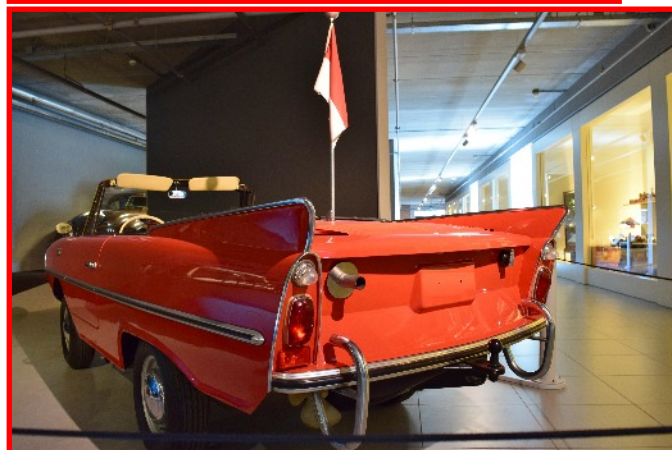
Space dictates that we must now move on, but not before we've had a coffee.



Remember my remarks about the height of the Dutch people? Well, nowhere was this more evident than in the Museum Reception Hall which was by now playing host to an Insurance Convention with slender white tables groaning under the weight of white wine bottles and each surrounded by executives rapidly quaffing their contents from delicate glass ware. The place was packed with people so tall that they were in danger of starting a solar eclipse. Even Richard was beginning to look small. We eventually made it into what was effectively a replica of a 1920/30's Dutch street, complete with an Hotel, a TV/Radio repair shop, a Chemist, a Cake Shop, a Garage, several other commercial properties and, most importantly, a Café which was not fake. Sitting at a table in the "Street" you could see the "Sky" from which hung the basket of a hot air balloon, and the passenger compartment of an airship. Fascinating.



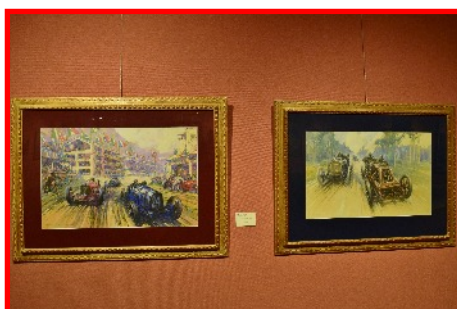
The next floor was divided by an Atrium which enabled us to look down on a selection of the Netherlands own Spyker cars – a 14/18 HP Double Phaeton and a C1 13/30 HP Torpedo Touring were amongst the best. This section contained a varied mix of vehicles with a timeline ranging from the Teens, Twenties, Thirties, Forties and each decade to the seventies. I didn't count the '85 Trabant. Displayed individually or stacked sardine-like, there were some interesting exhibits to dwell on with the likes of; a 30's Ford Cabriolet, a '34 Chrysler Airflow 8 Sedan, an Amphicar, an NSU Prinz, a Triumph Renown, two rare Lloyds – an LP300 and an LT 600, the latter a sort of early MPV. A Honda S800, a 2CV, an Opel Olympia and many more were crowded into this section.



A DAY AT THE MUSEUM

PART 1

Not all displays had four wheels, however. For the Museum boasted a gallery dedicated to automobile art – drawings, sculptures, paintings and posters, from the Art Noveaux to the Art Deco periods. The drawings and paintings took my breath away, particularly those of Frederick Gordon Crosbie. Take in the movement, drama and humour that he managed to capture almost effortlessly. He also penned the Jaguar Leaper design for William Lyons. There were many sculptures on view, but it is those by Rene Lalique that always catch my eye and none more so than “Victoire” which does it for me every time. Often used as a radiator mascot, it’s to die for. There were some excellent stylised studies of 30’s automobiles, intricate scale models, winners’ trophies, China Ware and even a Batmobile – or was it the ’57 Lincoln



Futura sitting in that glass case? Electric cars are for the future and are rapidly becoming the present, but back in 1905 Hedag Electric Broughams were humming along the streets of Hamburg and Berlin being used as taxis. And there were more – a 1912 Baker Coupe and a Detroit Clear Vision Brougham of the same year were also early EV's, but not as early as the 1899 Columbia Electric

Landaulet which was used to transport VIP's across New York at the turn of the century. Looks like a horseless Hansom Cab which it probably was. A 1942 Bregnet A2W was displayed as found. One of only 200 produced, it had languished in the garage of a French Chateaux for 64 years. Finally, it would seem that hybrids have been around much longer than you may think. Take a look at the Woods Dual Power of 1917, one of only two left in the world. It took another 80 years for Toyota to come up with the Prius.

That's all we have space for this month and it's time for lunch. See you next time when we will drool over Luxury Sedans and Show Cars, Coach Built Glamour, Americana, Bubble Cars &

some outright weird inventions. Cars and some outright weird inventions.



JAGUAR NEWS

JLR NOT FOR SALE

JLR will not be sold to any other car manufacturing group despite recent news reports according to CEO Dr Ralph Speth. Jaguar Land Rover has given its strongest indication yet that the company will not be sold to Peugeot-Citroen, Fiat-Chrysler, Hyundai-Kia or any other motor manufacturing groups hoping to buy their way into the premium car and luxury SUV markets.

Dr Ralph Speth, JLR's CEO, concedes that his British-based company is currently going through a financially tough period. But there are many good reasons for this - including the politically-driven collapse of diesel car sales that he has, in the past, relied so heavily on; multi-billion pound spending on cleaner future products; plus massive construction works and other investments in his UK and overseas plants.

Speth also pointed out that the likes of Peugeot-Citroen and Fiat-Chrysler have suffered extremely worrying financial problems of their own in the recent past when, ironically, he says JLR could afford to buy them if it wanted to.

"Today it's very simple. Jaguar Land Rover is not for sale," Speth assured, "We are owned by TATA of India. This is the way things will stay. TATA - with Jaguar and Land Rover - is a leader, producing leading products that have won a total of six World Car Awards in the last three years."

Dr Speth is looking forward to welcoming TATA's godfather, Ratan Tata, plus other senior members of the clan to the British Midlands this summer. These hugely powerful industrialists are expected to view and give the production go-ahead for several Jaguar and Land Rover products (including a mini Land Rover) destined for the showrooms of Britain and the rest of the world in the mid to long-term future.



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JAGUAR FOR SALE

Jaguar XJ8 3.2 Sport, 2002, Silver, 52,500 miles, excellent condition. £6,500 ono.

Last of the line model of the original “true” Jaguar XJs, in great condition, drives beautifully, very nicely appointed Sport spec, lovingly cared for. There are a few minor marks on the body work, but they are very minor indeed. These cars can be hard to find in good condition and with a history that gives confidence. I purchased this car after an extensive search and believe that you will not find better at this price. I would love to see it go to a fellow Jaguar enthusiast.

The car is garaged and available for viewing by appointment.
Location, Billericay, Essex.
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- Complete underbody underseal and waxoyl
- New heated front windscreen
- New Biltstein rear shock absorbers
- New bumper brackets, mudflaps
- Refurbished wheels
- New brake disks and pads (10,000 miles ago)
- New drive belt and tensioner (2014)
- New heated front windscreen
- Complete auto transmission service (recommended for these cars)
- New headlining
- Restored power-fold door mirrors
- New diff and track rod end (2014)
- New bushes all round
- New front tyres (Bridgestone)
- New battery





Automobile Detailing Services

AUTOART
DETAILING UK

Ashwell Road, Brentwood
Essex, CM15 9SE
Tele: 07912 877771



autoartdetailinguk



autoart.uk

Services offered include, Paint correction, Renovation, Leather restoration, Steering wheel restoration, Headlamp correction, Alloy wheels refurbishment, Paintless dent removal, Valeting, Ceramic coating, Show car preparation, Bespoke detailing tailored to you....



Supports Essex
Thameside Region



Client Feedback

Richard Noble - 4th Jan 2018
Excellent job on my XK An 11 year old car looks better than when it was new!

Lee Browning 6th Jan 2018
Highly recommended, amazing work, You need to see it to believe it. Blown away with the final result.

www.autoart-uk.com



REGIONAL EVENTS / OTHER EVENTS				2019
MONTH	DAY	DATE	TIME	LOCATION
JUL	TUES	2 nd	8pm	Club Night Langdon Hills Golf & Country Club
JUL	SUN	7 th	TBA	Maldon Motor Show. "Classics on the Promenade" in Promenade Park, Maldon. We have 40 tickets for the show. Contact Bob Cain at cain451@btinternet.com SOLD OUT
JUL	SUN	14 th	10am	The Orsett Classic Car Show. The event for lovers of classic and vintage cars, bikes, scooters and trucks. There is also a large vintage market and great live music. There will be hundreds of vehicles as well as 50 vintage and trade stalls. Now in it's 5th year. This is an event for the true vintage enthusiast. Details to follow.
AUG	TUES	6 th	8pm	Club Night Langdon Hills Golf & Country Club
AUG	SUN	18 th	7:30am to 9:45am	RHS Hyde Hall Car Show I has booked space for 30/35 cars plus event shelter. On the Saturday prior we can set up between 4 and 6 pm. (we can't go any earlier as the gardens do not close to the public until 4pm) PLEASE NOTE, NO LEAVING SITE BEFORE 4pm ON SUNDAY UNLESS INCLEMENT WEATHER. Contact Graham Cook at cook_gm@hotmail.com
SEPT	SUN	1 st	TBA	Barnards Farm Gardens, West Horndon. CM13 3LX Cost £15 per car including all occupants. includes the whole estate, all 5 acres and full access to the garages. This is an event for Classic Cars and Gardens lovers, which we hope will appeal to our members. We have a limit of 25 cars.
SEPT	SUN	8 th	TBA	Jaguars at the Castle , Warwick Castle, Warwickshire. A JEC event. Some members have booked a hotel on the Saturday night. Contact Graham Cook at cook_gm@hotmail.com
SEPT	TUES		8pm	Club Night Langdon Hills Golf & Country Club
SEPT	SUN	22 nd	TBA	The Warren Classic & Supercar Show. More details to follow nearer the time.
NATIONAL EVENTS				2019
OCT	SUN	20 th	10am	International Jaguar Spares Day Stoneleigh, Warks. The event consists of over 200 stalls from UK & abroad. Stalls can vary from private collections and garage clearances to replica manufactures & major Jaguar parts suppliers. Many companies having full teams available to answer any questions you may have or to assist in finding a piece you require. Entry fee £10. Pay on the door, not in advance.
NOV	FRI/ SUN	8 th / 10 th	9am	Lancaster Insurance Classic Motor Show, NEC Birmingham The Lancaster Insurance Classic Motor Show, with Discovery, is the event not to be missed for any classic car owner, collector, enthusiast, car club member or anyone with a general interest in classic cars. The show brings together the world's largest gathering of 300 car and motorcycle clubs with over 3,000 iconic classic and vintage cars and motorbikes on display across seven halls at Birmingham's NEC. https://www.necclassicismotorshow.com/tickets

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Official WLTP Fuel Consumption for the F-TYPE range in mpg (l/100km): Combined 24.6 - 31.2 (11.5 - 9.1). NEDCeq CO₂ Emissions 249-179 g/km. The figures provided are as a result of official manufacturer's tests in accordance with EU legislation. For comparison purposes only. Real world figures may differ. CO₂ and fuel economy figures may vary according to factors such as driving styles, environmental conditions, load and accessories.

***Important Information.** Based on an F-TYPE 20MY R-Dynamic Coupé 2.0 300PS Auto standard specification, with a mileage of 10,000 miles per annum, non-maintained. Vehicle must be returned in good condition to avoid further charges. You will not own the vehicle. Excess mileage charges (at 25.43p per mile) and return conditions apply. Contract Hire subject to status. This promotion cannot be used together with other manufacturer's promotions and is subject to availability at participating Retailers only for new vehicles ordered by 30th June 2019. Jaguar Contract Hire is a trading style of Lex Autolease Limited, Heathside Park, Heathside Park Road, Stockport SK3 0RB. Vehicle shown is an F-TYPE R-Dynamic Coupé 2.0 300PS Auto with optional Indus Silver Metallic Paint and 20" 6 Split-Spoke Wheels 'Style 6003' with Dark Grey Diamond Turned finish.

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36 month term. Model pictured (including optional Indus Silver Metallic Paint and 20" 6 Split-Spoke Wheels 'Style 6003' with Dark Grey Diamond Turned finish) from £646 a month, plus initial rental in advance of £7,752. Based on a mileage of 10,000 miles per annum. Excess mileage charges apply.

CLUB BENEFIT

On production of your valid club membership card, Grange offers members a 10% discount on parts and servicing.