

CHAIRMAN'S MESSAGE

*Hello Essex Thameside Members,
welcome to our November newsletter.*



It was good to see several of our members at the Jaguar Spares Day in Coventry. Whilst it was a crisp day, it was mainly a dry sunny run up and back. It certainly is a place to find obscure parts, and in many cases at a good price for your Jaguar.

Our car events have more or less ended for the year, but if you are free please join us for a Sunday Lunch on Sunday the 17th November at The White Hart Inn, Margareting Tye. Please see my email for details.

In November we also have the NEC Classic Car Show in Birmingham, and our Dinner Dance with our friends from Essex Suffolk Borders. I am sure it will be yet another entertaining evening.

We are trialling an unofficial Facebook page for our region of the JEC. We hope to be able to open it to all members in the near future.

The Silverstone Classic is taking place next year, 31 July - 2 August. You can purchase Early Bird prices until 31st December for single days or 3 day tickets

I look forward to seeing many of you at our next club night which will be on Tuesday 5th November, at Langdon Hills Golf Club.

Graham Cook

Chairman

Jaguar Enthusiasts' Club / Essex Thameside Region

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JEC ESSEX THAMESIDE REGION

CELEBRATING 30 YEARS OF THE
ESSEX THAMESIDE REGION
1989 -2019



Club meetings are the first Tuesday of
the month at 8pm:
The Langdon Hills Golf & Country Club
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Please visit our webpage for the full online
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Vice Chairman

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Gill Cain
Membership Secretary

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Committee Members:
Neil Shanley & Robert Cain



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Jaguar Hints At C-X75 Styling For Next-Gen, Mid-Engined F-Type



It would be Ian Callum's dream come true.

A good idea never dies, and a new report from Autocar suggests that Jaguar might use the jaguar c-x75 mid-engined supercar concept as the styling inspiration for the next-generation F-Type. The plan was allegedly among the final acts of former design boss Ian Callum before leaving the company.

"We could get quite close [to the C-X75]," Callum told Autocar. "There's still a formula within Jaguar for a front-mid-engined car. I have a preference for mid-engined cars. It's certainly something I would like to see."

Jaguar is still deciding whether the next-gen F-Type should use a mid-engined, hybrid-assisted combustion engine or become a fully electric vehicle. Callum indicates that a C-X75-inspired design could work with either layout.

The suggestion is that Jaguar has progressed at least two design approaches: one in the short-nosed electric/mid-engined format Callum prefers and another with a longer bonnet to accommodate front-mounted internal combustion engines (ICE), including a hybridised V8.

"For an electric sports car," he added, "you could make a shape like [the C-X75] with the batteries in a T or H-shape through the middle. Or you could make it as a longitudinal internal-combustion mid-engined car. It would be short enough. So the style won't dictate the drivetrain, but the drivetrain may dictate the style."

The current F-Type is still set to be on sale for another three years with a round of updates to bring it into line with newer competitors. But Callum confirmed in April that the development cycle for its successor would have to begin "soon".

UPGRADING THE XK8 RADIO by Russell Smedley

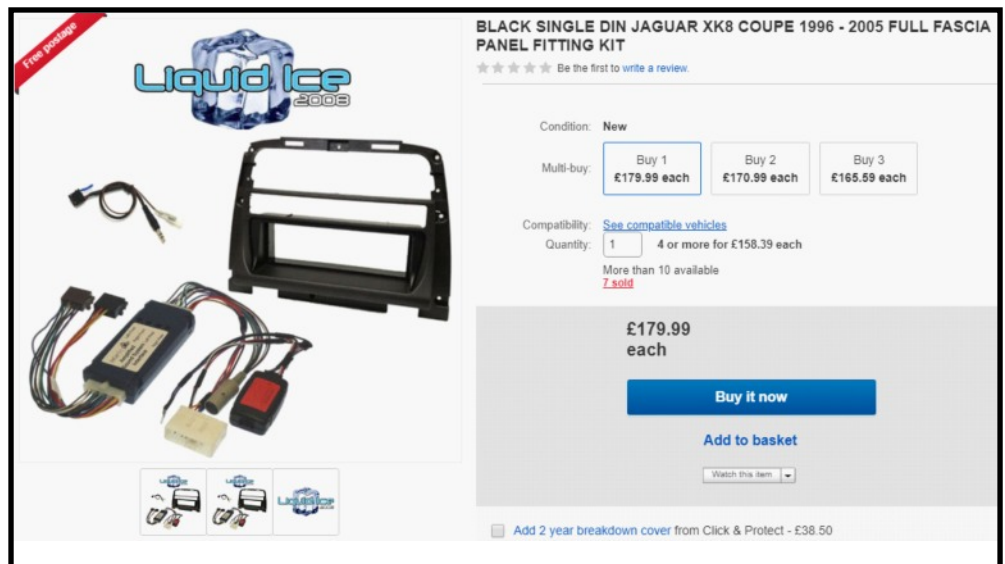
This is the story of how I bought my XK8 up-to-date entertainment wise, by adding Bluetooth, DAB, USB, Aux out, Face off radio, hands free, cd, etc.

It's a 1997 convertible, but this should apply to any XK8.

Start off by deciding what radio head unit you like, I chose a pioneer which had good reviews and had everything built in. Important to note that although you can fit a double DIN unit (twice the height of a normal radio) this takes a lot of mods which I wasn't too keen on doing.

The pioneer is a single DIN unit, so the first thing to do after getting the radio

is to buy an adaptor kit which I got from ebay. This consists of all the wiring you need as the XK8 has an older non std interface and a new surround done to accept modern DIN mounting radios.



First actual physical job is to remove the centre console, which actually only takes a few minutes. See this link on "You Tube" <https://www.youtube.com/watch?v=gU8QeZW0Wr0> but in summary, get an old credit card and use it round the side of the gear selector surround to release the snap fits in 4 places.



This then gives access to screws to remove the centre console. You will need to unscrew the gear knob as well and move it into drive to help get the console over it. The back of the console has 2 screws under a pop off cover, again see the "You Tube" link. Its now a good idea to disconnect the battery, but don't worry about the radio code as its going in the bin. There should be about 6 screws around the old radio head unit surround, these all come out, good idea is to have a magnetic screwdriver tip as they can be

awkward if they fall down into the holes around the gear selector.

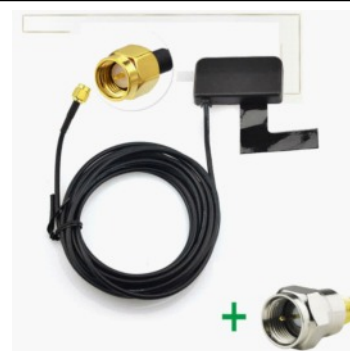
The whole head unit should come out with lots of wires to disconnect on giant multiblocks. You will need to remove the whole unit as the new surround replaces the old version.

Whilst I was doing this I also replaced my lcd display unit as the old one was faded and missing segments, also ensure all the backlight bulbs are OK.

You need to swap all the head units into the new surround and refit to the car, but first you can fit the new wiring that comes with the kit. Basically it will interface with the steering wheel controls and the new radio. There was one fiddly part depending on what radio you have; the kit has some small wires you need to fit in a connector to enable all the functions to work.

The other option I used was a DAB aerial bought off ebay again which sticks up in the left top side of the windscreen and you need to run the aerial for this which has a gold connector down behind the screen pillar (it just pops off) and behind the dash to the radio. Also a good time to run any other wires, I had a separate microphone lead that went to a sunvisor and a usb output that comes out under the glovebox for any charging and connecting your passenger's phone etc. I didn't bother with the aux out but there was a option for that as well.

So once all the wiring is done and head surround is fitted you can plug in the new radio. There is a fair bit of room for all the extra wires so don't be worried about all the spaghetti out of the back.



Then its time to test and set up your radio before you put all the console back etc.

On the pioneer there are a lot of options to customize like the display and colour,

I tried to best match the rest of the lights in the dash which is a kind of light blue.

Results are great, I can now take hand's free calls, still use the volume and track controls on the wheel, listen to DAB where the signal is OK and best of all stream music from my phone. This does make the CD changer in the boot redundant.

This works very well as long as I have been listening to itunes, when I get in the car the radio just starts playing as soon as the ignition is on, no need to touch the phone. There was no need for extra amps as the radio has enough to match in with the existing speakers, even with the top down at speed.



WEEKEND AT THE WARREN

Just before boarding one of Ryanair's finest Boeings, I received a text from our very own Warren – Doug, actually – requesting an article on the Warren Classic and Supercar Show that we attended in late September. Well, October sees my time taken with completing HM Tax Return, leaving little evening time for other desk work. So, what better compromise than to take a couple of hours to write this on a beach in Cefalu, Northern Sicily around 50 miles from Palermo. It is 28 degrees as I write and the ice is melting in my Pastis, so I'd better get a move on.

The "weekend" in the title reflects the efforts put in by our hardy logistics team in setting up our site on the Saturday. Well done boys, you know who you are, sorry I couldn't make it. If any member who has not helped at set up, and would like to volunteer for next year, please do so. This Show is notorious for the difficulties a Club Organiser can experience when attempting to arrange a Car Club attendance. The previous two years proved difficult and this year was no exception. Caps off to Vaughn High for his perseverance. Having started the setting out in our usual area, we were moved to a different location closer to the entrance road. Inconvenient, exasperating and time wasting but that's life with this show.



Still, on a fine Sunday morning we all lined our cars in the allocated spaces, although the deep trench around some of the perimeter did catch a couple of members out. How are those spot lights on the 420G, Gary??



WEEKEND AT THE WARREN

We fielded around 25 to 30 vehicles including three which were not ours. Two XJS's and an American import E Type Coupe were on our stand with For Sale stickers on them. We adapted our parking arrangements to suit. They apparently belonged to the Show organiser. Hmmm.

The day started with blue skies in contrast to the previous year which allowed a leisurely review of the day's attractions which, judging by the areas of uncovered greenery between the exhibits, would probably not take too long. First stop, the concourse cars. These were parked on the sloping field between the Club House and the car club area. At the top of the slope, five Aston Martins – DBS, V8's and Vantages - were forming a line, all splendid.



They were flanked by a pair of Alvis's of thirties vintage. All superbly finished and surely hard to beat although a couple of Mini's particularly the white Traveller would give them a run for their money. These cars are rapidly appreciating in value, particularly the early Coopers.



Further down I spotted two 60's Lancias and in keeping with the Italian theme, a rare Alfa Romeo.

This was dwarfed by a black '62 Thunderbird Convertible sitting nearby. I love the steering wheel that you push aside to aid entry and egress. I believe Dodge had this facility in the early 20's.

If you like your cars older, there was an excellent display of Edwardian carriages, including at least one De Dion Bouton. Some members may remember seeing a super collection of this make at Barnard's Farm when we visited a few weeks earlier. The Aston Martin dealership put on an enticing display of new models. Let's hope they can tempt enough customers to buy this fine British marque to keep the company afloat after some recent disappointing sales figures. The ever increasing size of the grill on some models cannot be helping, or maybe I am too traditional. Speaking of Astons, I did see two beautiful models from the 60's – a DB4 and its famous successor, the DB5. The latter, a pristine light green metallic was trailered in. A shame really, unless it was for sale. These cars are built for driving.

WEEKEND AT THE WARREN

Visual drama was provided in spades by the Lamborghini's and enhanced by their vibrant colour schemes. Nearby sat a couple of Maclarens, equally dramatic, but these came in more sombre shades.



To brighten things up, a gaggle of Ferraris provided a sea of red from their lofty perch adjacent to the Club House.

My favourite dealer display was that from Peugeot-Citroen. At least I could afford the merchandise. But the star of this well designed minimalist stand was the late model (1975?) DS Pallas, resplendent in white and show room fresh. Bertone's design still looking good. It must have been a stunner at its launch in 1955 when the competition was Morris Oxfords and the like. (the Jaguar Mk 1 excepted!)



Just across the road, some elegant early 30's continental wheels with coach built bodies shared a small section of field with a couple of Bentleys from a similar era. The Delage, Delahey and Bugatti Type 57 were a show highlight. Love those whitewalls and two-tone paintwork. Not to be left out, Britain's own Daimler brand kept them company with a huge convertible which towered over them.



Traders made up much of the main show field with stands ranging from Teddys Kitchens (they did have two very presentable Escorts) to Anti-Gravity Batteries. (The franchisees are members of our club and I can recommend their wares from personal experience.) I did like the cars on the Volvo stand mainly white examples, no doubt to match the factory owned P1800 “Saint” car also on show.



Also present amongst the food and drink outlets were some interesting collections including; AC Cobras, Nissans, Lotus's and an eclectic mix of 50's and 60's American offerings. The Black Dodge Charger and the Hyland Green Mustang

“Bullitt” cars were there, the latter sporting a life like Steve McQueen



dummy in the driver's seat. Coincidentally, one of the two Mustangs used in the film will be auctioned at Mecum's sale in Florida next January.

I saw less private entries parked along the road side this year. A pity, since there are usually some interesting machines to discuss with their owners. Perhaps the increase in entry price may have discouraged some. The day ended for this writer with a fly past of, I think, a Dakota, but I'll leave that to the aviation connoisseurs amongst us to confirm. And what of the Show? Perhaps not matching previous such events with car attendance and trade stand variety a little disappointing. Shall we return, if invited, next year? I will let the Committee decide, but for me, I'll take a rain check.



Neil Shanley

Once again club members visited The Hare at Roxwell, for their final Breakfast Meet of the year. The weather was dry and fine which brought out an assortment of classics, modern classics and supercars.



At these events, it is almost the norm that something special turns up and this month was no exception. A very nicely restored 1928 Rover 10-25 Tourer appeared for the first time. At the time this car was produced the business was not very successful and did not pay a dividend from 1923 until the mid-1930s. In December 1928 the chairman of Rover advised shareholders that the accumulation of the substantial losses of the 1923–1928 years together with the costs of that year's reorganisation must be recognised by a reduction of 60 per cent in the value of capital of the company.

During 1928 Frank Searle was appointed managing director to supervise recovery. Searle was by training a locomotive engineer with motor industry experience at Daimler and, most recently, had been managing director of Imperial Airways. On his recommendation Spencer Wilks was brought in from Hillman as general manager and appointed to the board in 1929. That year, Searle split Midland Light Car Bodies from Rover in an effort to save money and instructed Robert Boyle and Maurice Wilks to design a new small car.

The end result was a Rover Scarab was a convertible

four seater intended to sell at £85, and had a V twin engine of only 839 cc, which was rear mounted. It didn't make full production, although a few were made and displayed at the 1931 Olympia Motor Show. Not the best looking car around, reminds the Editor of Noddy's car. The Rover 10-25 continued production until 1933. Only 15,000 were produced in various forms; open 2-seater, open 4-seater tourer, Weymann saloon, open 2-seater semi-sports, open 4-seater semi-sports chassis only.



Another fine classic that appeared on display was a 1965 Ford GT40.

The Editor is not sure whether it is an original or whether it is a copy but it certainly looked the part. It was very appropriate to be on display, as a new film is due to be released soon called "Ford -v- Ferrari" and is about the GT40's history at Le Mans in the mid 60's.



Here are some of the members' cars, on display that attended the final Breakfast Meet at the Hare on Saturday 5th Oct.



Neil Shanley's 420



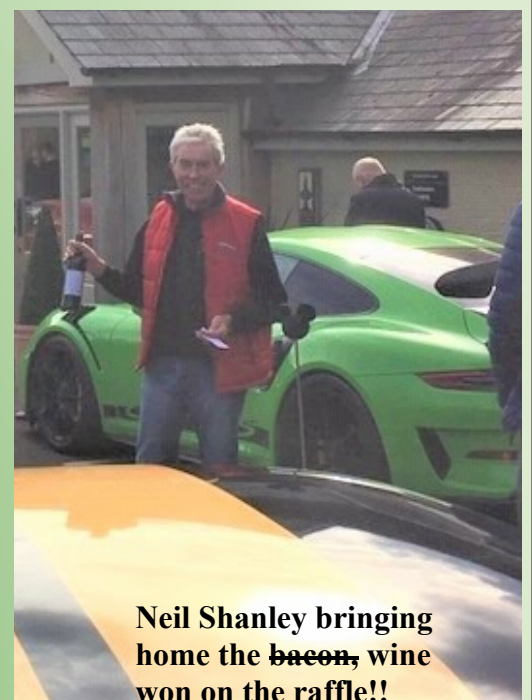
Chris White's E-Type



Graham Cook's XJS & Peter Shaw's Mk II



Bob King's E-Type



Neil Shanley bringing home the ~~bacon~~ wine won on the raffle!!

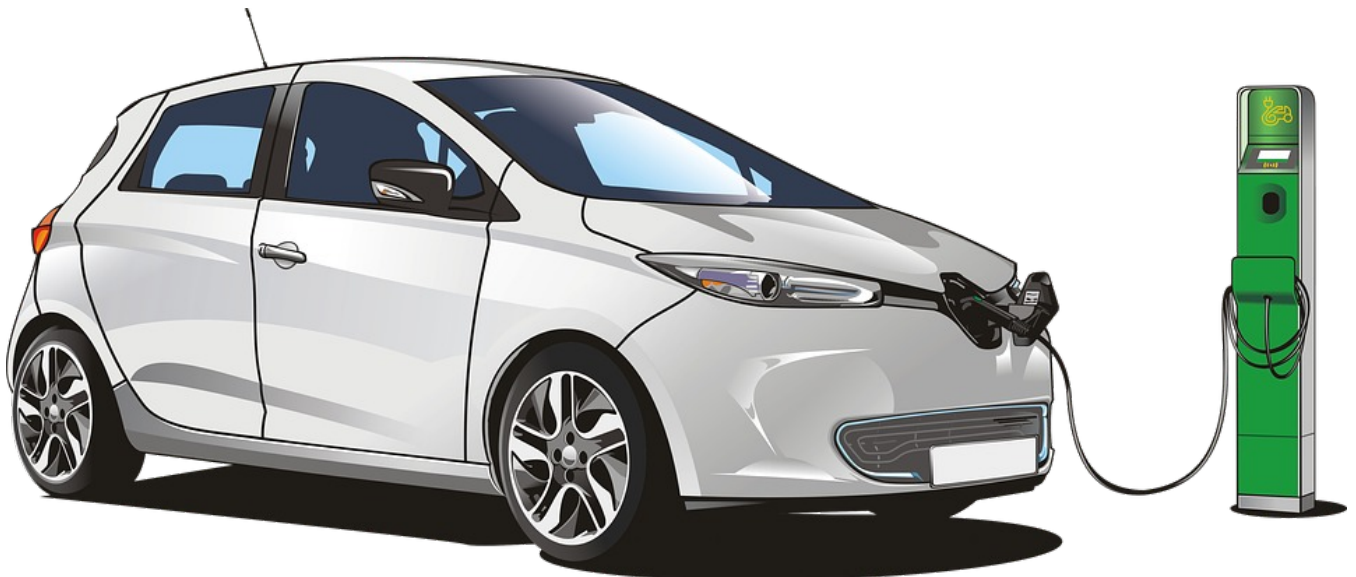
THE ELECTRIC CAR DEBATE

As manufacturers move towards electric cars, what are the benefits, if any?

One of the main issues for changing to electric is to do with climate change and the need to reduce our carbon emissions. The other benefit is at present, the fuel cost savings. More on this later. Jaguar has the I-Pace and shortly the XJ which is reportedly due to be electric. Manufacturers have not all embraced the electric car. Ford dropped its electric Ford Focus last year and General Motors had a limited success with its Chevrolet Bolt. However, in 2020, more electric vehicles are set to go into the showrooms. Volkswagen has the ID.3, Audi has the e-Tron, Porsche will have their Taycan next year, Mercedes has a number of models lined up as well as the electric Smart Car, Hyundai has the Ioniq Electric, BMW will have the i4 & iX3, Honda has the boxy E, Kia has the e-Niro and Soul, even the Mini is going electric. This just names a few of the main stream manufacturers who are heading into the electrification of their vehicles. Prices for these cars start at around £25,000 and upwards. The basic I-Pace starts at £64,500! Volkswagen are guaranteeing their batteries for up to 8 years or 100,000 miles and if the output falls below 75%, they will replace it f.o.c. However, what isn't suggested is that after 8 years, you will have to scrap your electric vehicle. It's worth noting that they expect the battery to last much longer. However, as with all these things, battery life has not been tried and tested. How many of you have rechargeable batteries that fail after a few recharges? Can this be expected on these car batteries too? There are still issues to be addressed. Anyone living in an apartment or blocks of flats, with no dedicated parking area will have issues with re-charging. The suggestion is if you live in these kind of dwellings, you will need to source a charging station close to where you live. Not really that helpful I would suggest.



So what are the likely repercussions from buying an electric car? Well, firstly, if the warranty for the battery is only 8 years or 100,000 miles, what will be the value of the car after this period or just before? I would suggest that in comparison to fossil fuelled cars, they will be a lot less. Time will tell on this point. Also, can you honestly see these cars becoming classics? No, neither can I. Many members have current fossil fuelled cars that are 30, 40 or 50 years old. I honestly can't see these electric cars lasting that long, can you?



Another point to consider will be what will be the replacement cost of batteries? I believe that the replacement batteries for an i-Pace is around £30,000! Also, what will be involved in recycling batteries? Will this incur costs and will it be 'environmentally friendly'?

So, is there a saving and if so, will it continue? OK so how much does it cost to fill an electric vehicle against a fossil fuel car? On average a 50Kw battery will cost about £7 to fill up at a normal domestic charger at your house with a

range dependant on the vehicle, i.e. A Renault Zoe (52Kw) will do about 200 miles in real world driving - which works out about 3p - 4p per mile, whereas an equivalent petrol/diesel car will cost about 11p - 15p per mile. What's interesting to note though is that whereas fuel efficiencies can be had from motorway driving - i.e. Selecting cruise control on long journeys, this isn't a benefit for the electric car. They are less efficient on motorways due to the lack of braking regeneration and the speed requirement of the car.



Another issue that we should be mindful of, is that it is suggested that the Government are losing around £28 billion a year in lost revenue because of electric cars and the lack of fuel duties incurred. A Government think tank is being set up in 2020 to look at ways to recover this deficit as the more there is a push towards changing from fossil fuelled cars to electric, the more revenue will be lost. One idea considered is to implement a mileage charge on every motorist. Those using their cars more will pay more. How this will be implemented has still to be discussed and agreed, but perhaps you will receive an invoice following your yearly visit to the MOT station, as they record your mileage between MOT's.

The next issue is are there enough charging points around the UK? There are around 10,000 stations currently which equate to around 26,000 plugs. More are needed especially in rural areas. Currently, the average charging time is around 45 minutes. If you are on a journey, this could be an inconvenience having to wait around for nearly an hour to be recharged. What if you are on a motorway and the charging points at the services are fully occupied? Or worst still if you are in one of those occasions when you are stuck in traffic for over a couple of hours and you are low on charge. What will happen then? News of a charging station in Milton Keynes has a recharging point (Ionity) that delivers a full charge in 8 minutes! Great I hear you say, but beware, current electric cars are not suitable for this type of charging....yet! Some cars are likely to be made to accept this within the next two years. Long way to go to get a fast charge though!!! One also has to consider whether the National Grid can cope with demand if more buyers invest in electric cars? If every consumer chose to charge their vehicle after getting home from work at 5pm, the National Grid would face runaway peak demand to manage. The consumer would still have the choice of when and how to charge. In reality, there is already diversity of demand. People arrive home at different times and have different routines, with only one in five expected to charge at peak times. It's a little bit like every home having a kettle, but we don't all make a cup of tea at the same time.

The future of electric cars are somewhat fraught with danger at the moment, the obvious answer is a reliable hybrid, where at least you have the back up of a fossil fuelled engine. I just hope Jaguar sees this as the way forward and not just go heading blindly into making electric only vehicles.

I would welcome feedback from other members on this subject so that your views are published on this emotive subject.

Editor: Doug Warren



INTERNATIONAL JAGUAR SPARES DAYS

STONELEIGH PARK, WARWICKSHIRE, CV8 2LZ

The bi-annual Jaguar Spares Day was held on Sunday 20th October. This year, they changed it slightly with the addition of a "Breakfast Meet" between 8am and 10am. Both the Editor and Graham Cook attended this event along with a number of other Essex Thameside Region members. After taking a unscheduled detour and ending up on the M6, the Editor managed to get back on track via Rugby. Arriving shortly after 9am, we were directed into the car park for the "Breakfast Meet" by the marshals. On parking up we were met by a photographer and one of the organisers from the JDC who now run this event. They promptly advised us that we had won the "Car of the Morning" award for the Editor's XJ8. They were all over it and took photo's and informed us that it would be in the next JDC magazine - slightly embarrassing for them as we were JEC members! Still, the prize was two free passes into the show - normally £10 each!! We went and joined other attendees for breakfast before the show opened. Then as it approached the opening time for the event, there was a queue, for what appeared quite some distance. Having checked with the marshals on the door before joining the queue by showing our winning passes, we were invited in immediately. *Result!*



Christmas Club Night

Our December Club Night takes place on the **Tuesday 3rd December**. Our raffle will have more prizes than our regular monthly raffles, with some rather nice prizes to be won.

To test your knowledge, we will have a General Questions Quiz with prizes for the winners.

During the evening some food will be supplied on the tables. We expect to have sausage rolls, mince pies, sweets, etc. Please come along and join us if you can, for a fun filled evening, the last meet of the year.

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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.

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REGIONAL EVENTS / OTHER EVENTS				2019
MONTH	DAY	DATE	TIME	LOCATION
NOV	TUES	5 th	8pm	Club Night Langdon Hills Golf & Country Club
DEC	TUES	3 rd	8pm	Club Night - Xmas Special. Langdon Hills Golf & Country Club See details on page 17 of this newsletter
REGIONAL EVENTS / OTHER EVENTS				2020
JAN	TUES	7 th	8pm	Club Night Langdon Hills Golf & Country Club
FEB	TUES	4 th	8pm	Club Night Langdon Hills Golf & Country Club
MAR	TUES	3 rd	8pm	Club Night Langdon Hills Golf & Country Club
APR	TUES	7 th	8pm	Club Night Langdon Hills Golf & Country Club
MAY	TUES	5 th	8pm	Club Night Langdon Hills Golf & Country Club
NATIONAL EVENTS				2019
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.necclassicmotorshow.com/tickets
NATIONAL EVENTS				2020
MAY	FRI	15 th / 17 th	12.00am /11pm	Summer Jaguar Festival, Newby Hall, Ripon, North Yorkshire, HG4 5AJ Being held at Newby Hall in the stunningly beautiful area of North Yorkshire, This event offers a weekend of road tours in the gorgeous Yorkshire Dales to visit local attractions, before enjoying the main show event at Newby Hall on Sunday 17th May. The show promises to be a spectacular festival of all things Jaguar with lots of exciting new features for you and all the family to enjoy. You can book our early-bird hotel packages at nearby Nidd Hall right now! All packages include your entry passes to the event. Day tickets and camping passes will go on sale in the New Year. Visit the National JEC website at https://events.jec.org.uk/events/festival

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From its stylish Dark Satin Grey grille surround to its unique interior styling, the Jaguar XE 300 SPORT is guaranteed to turn heads. And beneath its bold design, at its heart, lies the turbocharged 2.0 litre 300PS Ingenium engine – delivering 0-60mph in just 5.7 seconds, and that unmistakable Jaguar roar. Sleek, powerful and distinctive, one thing the Jaguar XE 300 SPORT will never be is ignored.

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THE ART OF PERFORMANCE

Official NEDC Equivalent (NEDCeq) Fuel Consumption for the Jaguar XE range in mpg (l/100km): Combined 36.7-60.1 (7.7-4.7). CO₂ Emissions 175-124g/km. The figures provided are NEDCeq calculated from official manufacturer's WLTP tests in accordance with EU legislation. For comparison purposes only. Real world figures may differ. CO₂ and fuel economy figures may vary according to wheel fitment and optional extras fitted.

*Important Information. Vehicle shown: Jaguar XE 300 SPORT. 0% APR available on new Jaguar XE 300 SPORT registered between 1st October to 31st December 2018 at participating Retailers only. Credit is subject to status and is only available to UK residents aged 18 and over. This credit offer is only available through Black Horse Limited trading as Jaguar Financial Services, St William House, Tresillian Terrace, Cardiff CF10 5BH. We can introduce you to Jaguar Financial Services to provide funding for your vehicle. We may receive commission or other benefits for introducing you to the lender.