

# Essex Thameside News



**Nº 153, January 2020**

8.00 p.m., first Tuesday of every month. Langdon Hills Golf Club, Lower Dunton Road, Bulphan, Essex RM14 3TY



## Chairman's message

Hello Essex Thameside members.

I hope you all enjoyed a festive Christmas. Our committee and I would like to wish you a very

healthy and Happy New Year.

As usual at this time of year, the next couple of months will be quiet for club events. Following the success of our Sunday lunch in November, we are

planning another in February.

The committee are also looking at the shows and events in 2020 for which dates have already been announced, and we have started to plan which ones we would like to attend as a club.

It was good to see such a good turnout of members and partners at our December club night. We had a lot of rather nice prizes in our raffle, including some items donated by members. I thought that I might lose my voice shouting out so many raffle ticket numbers. We were able to eat sausage rolls, mince pies and chocolates placed on the tables, whilst we

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sat and racked our brains, doing our best to answer to the multi-category quiz prepared by Gill and Bob Cain.

We still have some 2020 club calendars available to be purchased at our January club night. This year's splendid artwork has one car each month in what I would describe as an art deco drawn format. Priced at £3 for the kitchen calendar and £4 for the large A3 version, they will look superb on your walls.

With all the recent news in the press regarding electric cars, I was wondering how long it will be before the majority of driving schools switch over to them.

At present, I presume that the majority of learners take their tests in manual gearbox cars and passing allows them to drive both manual and automatic cars. Since electric cars only have one forward gear, does this mean that new licence holders will not be able to drive manual petrol or diesel cars?

Whilst we may think this does not matter, it could prevent future generations driving most classic cars. It wouldn't affect my Jaguars, as they are automatics, but will it eventually affect their value?

Personally, I have nothing against electric cars, and I guess it's the only viable way to power cars over the coming decades.

A Jaguar World reader commented in the magazine that electric cars are presently in the 'Ford Model T' stage of development and, no doubt, electric car technology will move forward in leaps over the next couple of decades.

I expect that, in a few years' time, we will look at today's electric cars and wonder why they had such a long charge time and short range. Time will tell.

In the meantime, I shall continue to enjoy driving my petrol V8 Jaguars as a true petrolhead.

Of course future governments will make it harder for us to drive our internal combustion-engined cars in the years ahead.

So let's enjoy our Jaguars and drive them to as many shows and events as we can in 2020 and future years.

I look forward to seeing many of you at our next club night will be on Tuesday 7 January, at Langdon Hills Golf Club. You are welcome to bring along, for our raffle, any Christmas gifts that you can't find a home for.

Graham Cook

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## Committee

Chairman	Graham Cook	cook_gm@hotmail.co.uk
Vice-Chair	Mary Monk	mary_monk53@hotmail.com
Secretary	Vaughn High	vaughn.high@sky.com
Treasurer & Webmaster	Richard Gibby	rwgibby@gmail.com
Membership Secretary	Gill Cain	jeccain451@outlook.com
Member	Bob Cain	jeccain451@outlook.com
Member	Neil Shanley	neil.shanley@btinternet.com

## Forthcoming events in 2020

<u>Date</u>	<u>Time</u>	<u>Event details</u>
Tuesday 7 January	20.00	Club night meeting, Langdon Hills Country & Golf Club
Tuesday 4 February	20.00	Club night meeting, Langdon Hills Country & Golf Club
Thu 20 to Sun 23 February -		London Classic Car Show, London Olympia
Tuesday 3 March	20.00	Club night meeting, Langdon Hills Country & Golf Club
Tuesday 7 April	20.00	Club night meeting, Langdon Hills Country & Golf Club
Sunday 26 April	-	'Drive It' Day; details to follow
Tuesday 5 May	20.00	Club night meeting, Langdon Hills Country & Golf Club
Fri 15 to Sun 17 May	-	National JEC Summer Jaguar Festival, Newby Hall, Ripon, N Yorks, HG4 5JA. <a href="https://events.jec.org.uk/events/festival">https://events.jec.org.uk/events/festival</a>
Tuesday 2 June	20.00	Club night meeting, Langdon Hills Country & Golf Club
Fri 3 to Sun 5 July	-	National JEC package tour to the Le Mans Classic 2020 in France. See: <a href="https://events.jec.org.uk/events/le-mans-classic-2020-with-travel-destinations">https://events.jec.org.uk/events/le-mans-classic-2020-with-travel-destinations</a>
Tuesday 7 July	20.00	Club night meeting, Langdon Hills Country & Golf Club
Fri 31 Jul to Sun 2 Aug	-	National JEC stand at the Silverstone Classic 2020
Tuesday 4 August	20.00	Club night meeting, Langdon Hills Country & Golf Club
Tuesday 1 September	20.00	Club night meeting, Langdon Hills Country & Golf Club
Tuesday 6 October	20.00	Club night meeting, Langdon Hills Country & Golf Club
Tuesday 3 November	20.00	Club night meeting, Langdon Hills Country & Golf Club
Tuesday 1 December	20.00	Club night meeting, Langdon Hills Country & Golf Club

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# Museum of Power and Stow Maries Great War Museum

We are in the middle of winter and it seems strange, thinking back, that our own 'drive it day' on 25 August was one of the hottest days of the year.

Early in the year, the committee had been looking at various options for the official Drive It Day, in April 2019. I came up with the idea of starting at the Museum of Power in Langford near Maldon. I knew that there was a great Sunday car meet every month there and April's was due to take place on the Drive-It-Day Sunday. The museum does a splendid full breakfast which could set members up for the day. Looking for somewhere to drive to after breakfast, I thought the Stow Maries Great War Museum would be a good place to visit, after all our previous aircraft museum visits which had been popular with our members.

So, Drive-It Day was sorted. That was until I noticed that both the Porsche Club and the Charity Classic Vehicle Club had had the same idea. Our committee discussed the venues, and we agreed that the museums might be a bit too busy with the amount of cars that would be

attending from all three car clubs at the same time. So, a different Drive-It-Day was arranged, and our visit to Stow Maries was postponed to 25 August.

We had intended to organise a scenic driving route through the countryside between the two museums, but life doesn't always go as planned. Stow Maries Museum said that they

were only able to give us a guided tour at 11:30 am or 2:30 pm, and they couldn't do any other time. So, we chose the 11:30 tour and had to drop the country drive.

It was great to see over 25 cars (and one motorcycle) turn out for the day. We had a good meet at the Museum of Power. Many

members went for the cooked breakfast, which we managed to eat in time for our departure to drive to the Stow Maries Great War Museum.



Stow Maries had told me that, due to health and safety concerns, we would not be able to park our cars in a line opposite the entrance building. However, on arrival they were rather impressed with our lovely collection of Jaguars and allowed us after all to park opposite the entrance building.

Our club has visited various aircraft museums, often concentrating mainly on aircraft from the second world war. It made an interesting change to visit a first world war airfield.







Incidentally, we learned that the difference between airfield, aerodrome and airport is that an airfield is all grass, with planes taking off or landing anywhere on the field, and aerodrome has a paved runway and an airport also has commercial operations.



Our members were split into two groups and given a fascinating tour of nearly 90 minutes each. Stow Maries has the largest known surviving group of Royal Flying Corps buildings on a WW1 airfield, preserved because the airfield was not adapted after 1919 for further military use.

Originally opened in 1916, as the home for B Flight of No 37(HD) Squadron, Royal Flying Corps, the airfield saw the birth of the air defence of Great Britain, in response to the first raids by Zeppelins and Gotha bombers on London and the South East. Stow Maries played a key role in the Battle for Britain (the *first* London Blitz) the following year. It was at Stow Maries, on 1 April 1918, that No 37 Squadron transitioned from the Royal Flying Corps to the Royal Air Force. It continued in its dedicated role until Spring 1919, when the RAF closed Stow Maries' doors forever.

By the end of the tour we were all rather hot to say the least. Jackie Warren managed to keep



cool with her hand-held battery fan. We had been walking around trying to stay in the shade where we could. It was time for a cold drink.

Many of our members drove the short distance to The Hurdlemakers Arms, in Woodham Mortimer.



The pub has a large garden with plenty of tables inside and outside. Everyone seemed to enjoy their meals and the company of their fellow members.

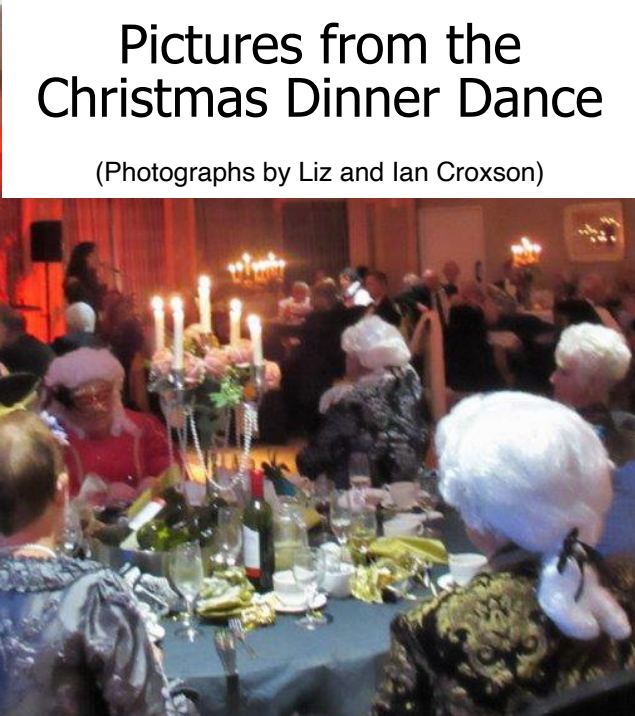
Graham Cook





# Pictures from the Christmas Dinner Dance

(Photographs by Liz and Ian Croxson)









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PHOTOGRAPH BY JIM JONES

## Client Feedback

Richard Noble - 4th Jan 2015  
Excellent job on my XK Am 11 year old car looks better than when it was new!

Ian Browning 6th Jan 2015  
Highly recommended, amazing work, You need to see it to believe it. Blown away with the final result.

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## Members' Cars: Geoff Monk's Jaguar Mk 2

Our Jaguar Mk2 NJW 121E was first registered on 31 March 1967 and purchased by Geoff on 16 May 1995.

How come Geoff bought a Mk2? He says that he saw one nearby and decided to try to buy one. A friend knew of JD Classics, then at Rettendon, and they sourced the car for him.

Geoff was thinking of spending £1 - £2,000 but ended up paying £9000, although JD Classics were originally saying that a Mk2 could cost anywhere between £1,000 - £20,000.

What we didn't know, until we checked the V5 just now, is that this car has only had 2 previous owners, the last one being the one and only Jim Gallie of Battlesbridge.

The exterior was good, but the engine was shot – massive amounts of blue smoke from the exhaust. A drive down the A12 resulted in smoke engulfing the road. The leather seats needed refurbishing, as did the walnut veneer of the dash and door caps.

One of Geoff's old friends was a mechanic, and had the use of a pit at his workplace. So, with his help, the engine and gearbox were removed and taken to Gosnays at Romford for repair.

Once this was done, and the engine and gearbox refitted, Geoff set about lots of other jobs. The front cross-member came off, new coil springs and brake discs were fitted. The bumpers were re-chromed and a new stainless steel exhaust was fitted. Of course, many trips were made to Stoneleigh Spares Days, and Classic Car Spares at Waltham Abbey.

Other things got done more gradually after that. Spats on the wheel arches, the leather seats recovered, and more recently, the carburettors completely refurbished by a guy at Woodham

Walter. Then, finally, the engine was tuned on a rolling road by Thurstons at Ongar - brilliant!

Now and again something happens, but then the car is 52 years old. Recently, Geoff realised that we had no rear lights so he had to redo all the

connections at the side of the dashboard. We also had a petrol leak on one drive it day and caught fire!

Geoff often swears about the car, and threatens to sell it. However, this car is a true classic, an iconic piece of British car history and so

very eye-catching in its red coat. It would be sad to ever see it go.

Mary Monk






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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 CO<sub>2</sub> Emissions 249–179g/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. CO<sub>2</sub> 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 Convertible 20MY R-Dynamic 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 28.08p per mile) and return conditions apply. Contract Hire subject to status. 18+ only. 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 31st December 2019. Jaguar Contract Hire is a trading style of Lex Autolease Limited, Heathside Park, Heathside Park Road, Stockport SK3 0RB.



# The new Jaguar F-Type



The new, facelift Jaguar F-Type was revealed on 2 December 2019. Recommended retail prices, before any options, range from £54k for the base F-Type Coupé to £102k for the top-of-the-range 'R' convertible.

The new F-Type isn't all that different from its predecessor, demonstrating perhaps that the original design could be considered a modern classic.

The rear of the car, which was arguably the previous model's most attractive aspect, is almost unchanged, with just a more pronounced bumper and the rear light clusters getting a slightly more squared off feel.



The front, however, has had a much more radical facelift. The F-Type now has a face very similar to those of the Jaguar XE, XJ and i-Pace with a large, gaping grille and narrow, almost horizontal, frowning headlights. JLR's new head of design, Julian Thompson, is especially proud of the latter, being 'matrix' LEDs which allow you to use full beam without blinding oncoming traffic. Together with a new bumper and redesigned, clamshell



bonnet with bigger air vents, all this gives the F-Type a much sleeker and more aggressive look.

However, to some eyes including my own, I'm afraid, the looks of the new F-Type, although undeniably attractive, are marginally less distinctive than before.

At the rear, the previous model's 'half moon' LEDs were unique and came to be an unmistakable signature of the brand. However, the new lights, said by the designer to represent a chicane, are not quite so pronounced. And the front of the car, although undeniably attractive and undoubtedly more aggressive and appealing to many buyers, reminds me somewhat of the latest Ford Mustang, Audi R8, or Mercedes-Benz.



There are bigger changes in the engine and drivetrain options. The previous V6 engine has gone and there are now three engines: the top-of-the-range 'R' has a 567bhp, 5.0-litre supercharged V8 which gets the car to 60mph in just 3.5 seconds; the base F-Type has a 2.0-litre turbocharged four-cylinder engine developing 296bhp, which still gets you to 60mph within 5.4 seconds; and buyers of the 'R Dynamic' or 'First Edition' models can choose between either the same four-cylinder engine or a slightly detuned version of the V8 which is rated at 444bhp and gets to 60mph in 4.4 seconds.

Up-rated springs, dampers and anti-roll bars should give the F-Type slightly better handling. A manual gearbox is no longer available as an option; all models have the Project 8-derived 'quick shift' gear change, with V8-engined cars being all wheel drive and four-cylinder engined cars having rear wheel drive only.

I imagine that the rear wheel drive-only cars, having 296bhp, could be a lot of fun on the road.

Richard Gibby



## Your story could be here

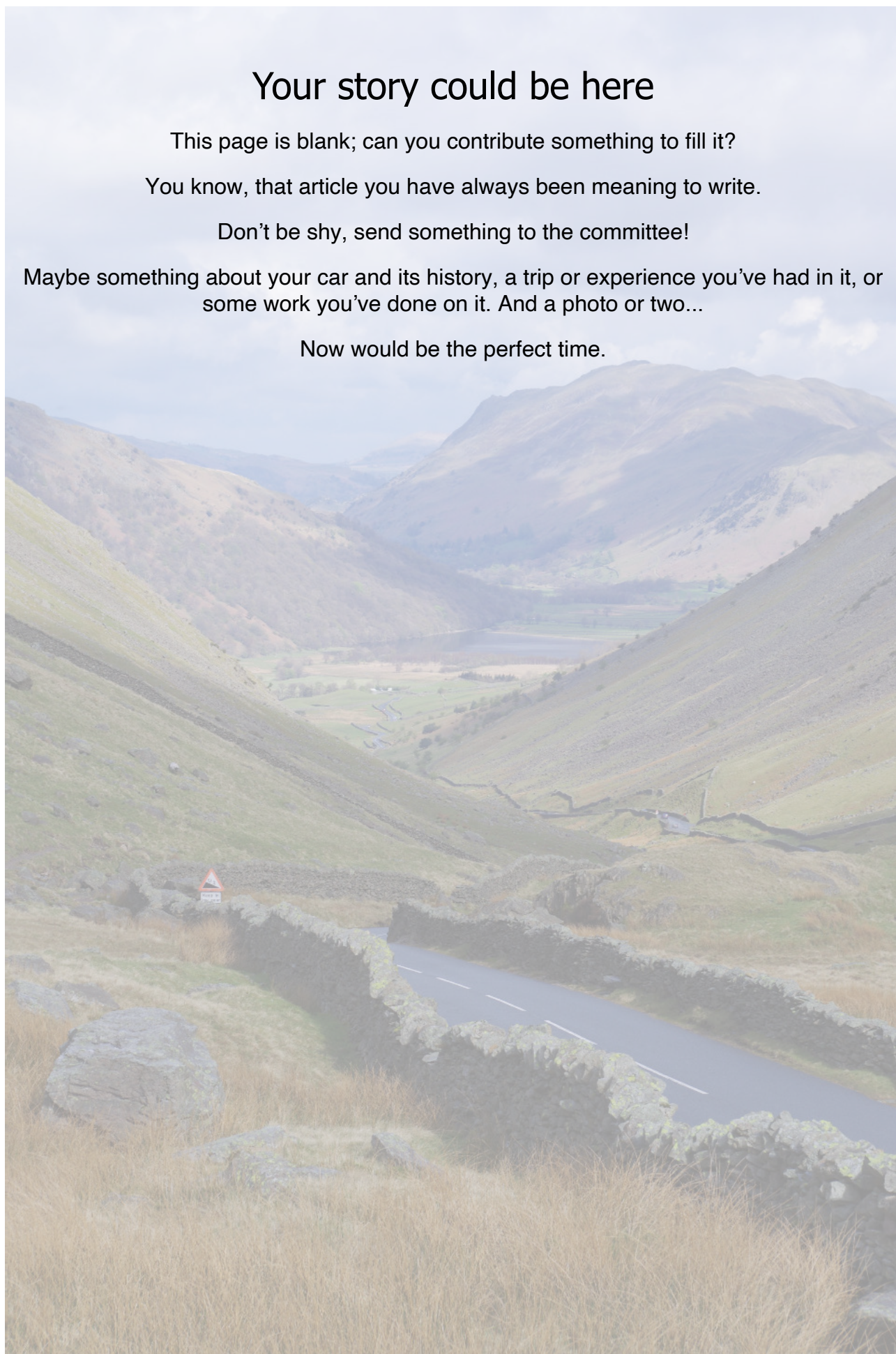
This page is blank; can you contribute something to fill it?

You know, that article you have always been meaning to write.

Don't be shy, send something to the committee!

Maybe something about your car and its history, a trip or experience you've had in it, or some work you've done on it. And a photo or two...

Now would be the perfect time.







1956 Lincoln Premiere

## Parked in Palm Springs

(Part 1)

If you take Interstate 15, heading south from Las Vegas, then go onto the scenic route via Kelso in the Mojave National Reserve desert, you will pass through Amboy (of which more later) and Cleghorn Lakes / Sheephole Valley Wilderness, then onto the Yucca Valley on Route 62, passing through Joshua Tree. After around 300 miles and 5.5 hours (with stops) later, you will arrive at Palm Springs.

Or Se-Khi (Boiling Water) as it was named by its first settlers, the native Indian Cahuilla people.

The US Government established Aqua Caliente reservation here in 1876, comprising land laid out in a chess board pattern across the desert with the alternating “squares” given to the Southern Pacific Railway and the rest to the Cahuilla. The reservation measures 32,000 acres, of which 6,700 acres are within the Palm Springs city boundary, making the current Aqua Caliente band of Cahuilla Indians the city’s largest landowners and hence some of the richest in California. Don’t you love happy endings?

During the early 1900s, the favourable climate enticed people to visit and, as a result, Palm Springs became a resort with hotels like The Desert Inn and The Oasis being early destinations. The latter was designed by the son

of Frank Lloyd Wright. Sadly, however, I could not find it.

The El Mirador resort was built in the 1930s and it was around this time that movie stars arrived, attracted by the favourable weather and seclusion from the all-powerful gossip columnists. It is also within easy reach of Hollywood and Las Vegas.

Apart from the plethora of palm trees—although there is only one indigenous type, the rest being imports—the key attraction for me is the abundance of modernist architecture.

Most houses could be described as bungalows but this would be doing them a great injustice. They incorporated the latest building trends and amenities of their time, including steel frames, pre-fab panels, floor-to-ceiling glazing, air conditioning, swimming pools and much more.

Many of these designs came from the pens of architects such as Neutra, Cody, Krisel, Harrison and Wexler. The Harrison and Wexler partnership, along with Krisel, provided many of their designs to the Alexander Construction Company which built the northern sector of Palm Springs known as Vista Las Palmas. They are notable for their roof designs which came in “W”, “Butterfly” and “Swiss Miss” chalet styles. Some say that most were single storey to avoid the chance of being overlooked by the neighbours.

The area was quickly populated by the stars

including Debbie Reynolds, Donald O'Connor, Dean Martin, Dinah Shore, Joan Collins, Rock Hudson and many more. Rat Pack member, Peter Lawford owned a house here that played host to his brother-in-law J F Kennedy. During one of JFK's visits he met Marilyn Monroe, a near neighbour, and the rest is history.

We were lucky enough to rent a house in this neighbourhood. Once owned by the Sears family from Chicago, it was close to the famous Alexander family home.

Designated "House of Tomorrow", and designed by Krisel, it was rented by Elvis and Priscilla Presley for their honeymoon.

Enough name-dropping, this newsletter is about things automotive, not a travel agent's brochure.

Did I say that the climate here is largely hot and dry? I did? Good, because this can lead to some very well preserved and rust-free classics, many of which are still being used regularly. So, let's take a look at what was...**Parked in Palm Springs.**

We didn't have to look far for the first item, for just around the corner, sitting outside the house of a local club owner, was a 1962 Studebaker Avanti, the best example that I have ever seen.

Manufactured between April 1962 and December 1963, fewer than 5,800 originals were built, with only 1,200 leaving the factory in 1962. Using a fibreglass body – the shape was difficult to achieve in steel – by the same company that produced the Corvette body, it featured a 240hp or 290hp V8 engine (supercharged as an option) and could hit 168 mph. It was the first US production car to feature front disc brakes as standard.

Quality issues dogged the early production models and poor

sales resulted, not helped by the general belief that this 100-plus years old company was on the rocks. Ian Fleming owned one, as did American singer, Ricky Nelson. Coincidentally, it was designed at breakneck speed by a team led by industrial designer, Raymond Loewy, in a rented house right here in Vista Las Palmas. Other designs of his with which you may be familiar include the Coca-Cola bottle, the Lucky Strike cigarette packet and the 1960s Hillman Minx.

There were plenty of cars in driveways too. Opposite, our neighbour parked a silver 1973 Cadillac Coupe DeVille, with another drive making space for two Europeans: a Porsche 912 Targa of 1967 to 1969 vintage and a Triumph TR3. For the



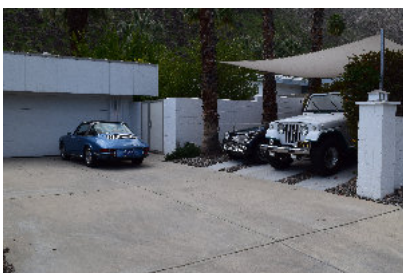
Studebaker Avanti



1973 Cadillac Coupe DeVille



Lincoln Continental



1990-99 BMW 6 series





Jaguar XJ (X300)



2002-2005 Ford Thunderbird

Porsche aficionados in our club, I believe that the 912 was a less expensive version of the 911 with less power from its 1.6 litre flat four but good low end torque. It was notable for its chrome-plated bumper inserts, air grille and round exterior mirrors.

Next came this blue/white Lincoln Continental, probably a Mk III from around 1969, a large car in a large drive.

There were some more Europeans on the roads and we spotted a very presentable MG Midget, a BMW 8 Series (E31 anybody?) and a white Jaguar X300, all totally rust free. Oh, and not forgetting the ubiquitous VW Beetle.

It's amazing what you can see cruising Palm Canyon Drive when you are sitting enjoying a coffee. Naturally, with camera at the ready, you need to leave the coffee and speak to the car owner. Which is exactly what I did when I spotted, for the third time, this Lincoln Premiere 4 Door Sedan from around 1956 and based on the cheaper Capri.

Third time was lucky for me because it parked close by. The owner said it was original except for some paint and housed a 6.0 litre V8 below the hood. Love the colour! I

If you do fancy a coffee and maybe a 'burger, and you are in the neighbourhood, I can recommend Ruby's Diner, a real original, with friendly people



2014-present Ford Fusion / Ford Mondeo



1998-2011 Ford Crown Victoria Police Interceptor



Ruby's Diner

to serve you. (They did give me permission to take the photos). The police round here use Crown Vic Interceptors. What a job, cruising in the sun with palm trees everywhere.

One of the largest cars spotted was a lime green, 4-door, 1973 Imperial LeBaron with a white roof. Made by Chrysler, it would sport a 7.2 litre V8 with



some 208 horses, which it probably needs to drag it along. At 19.5 feet long and 6.5 feet wide, you do need an American-sized boulevard on which to drive it. Try parking that in Chelmsford.

Speaking of tricky parking, look at the 1975 Buick LeSabre Convertible. How did he shoehorn it in there? Maybe with a forklift.

But it's not all classics here, take a glance at the noughties retro Thunderbird, or maybe the Mondeo/Fusion parked nearby. Okay, I only took the Mondeo/Fusion because I drive one and because I liked the palm trees.

Well, we are out of space and you've no doubt had enough so we'll leave it for now, but tune in



1975 Buick LeSabre

next month for other gems including an interesting garage and a famous café.

Neil Shanley



1973 Imperial LeBaron



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