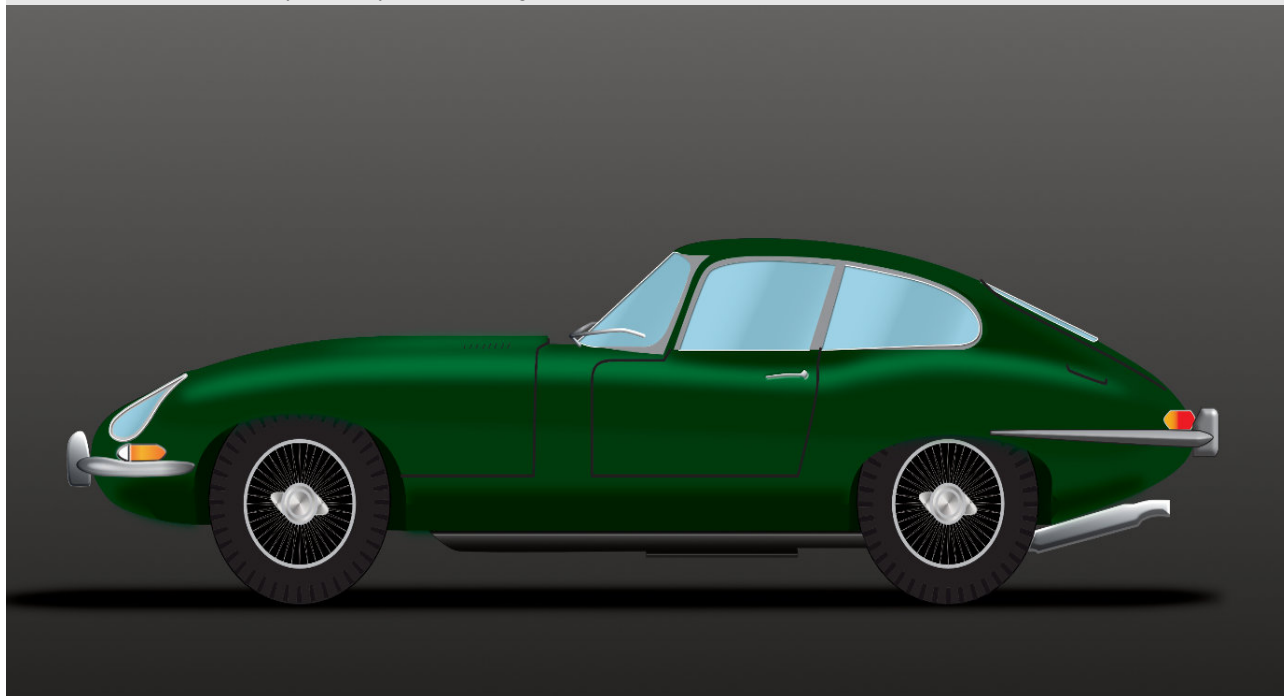


Essex Thameside News

Nº 154, February 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.

It is not too long now until the car season drives off.

In the meantime, we have arranged a Sunday lunch on 16th February at the Top Meadow Golf Club, North Ockendon. We have up to a maximum 30 spaces available—deposit £5 per person—and I hope that members will be able to join us and have

a relaxed lunch with their friends.

As we have had a good show of interest from our members, we are going ahead and arranging our day out on the Epping & Ongar steam railway. The day will include a fish and chips lunch on the steam train. We looking to book the day for Saturday 4th April and further details will be given once the event is fully booked.

In this month's newsletter you will find two car stories: the second part of Neil Shanley's article 'Parked in Palm Springs', and Gary Mitchell's article 'In quest of a dream'. I am sure that some of our

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other members must have an article in their heads, along with some photos that they could share with our members. Why not share your car stories with us? You will find some suggestions for what you could write about or include in your article under "Members' Cars: yours could be here" on page 17 of this newsletter.

In our region's website we have a gallery of our members cars. A few photographs are there, but we would like to update the page and expand the gallery to include your car(s). If you are happy for us to include yours, please send a photo of your car with a short description of the model and your name to Richard Gibby or myself.

We still have some rooms available at the Makeney Hall Hotel, Milford, Belper, for our Peak District tour between Friday 4th and 7th September 2020. The cost is £279.00 per person for three nights, based on two persons sharing; £558 per couple. Please see my earlier emails for further details.

I look forward to seeing many of you at our next club night meeting at 8.00 p.m. on Tuesday 4th February, at Langdon Hills Golf Club. On this evening one of our members, Hilary Cameron, has kindly offered to entertain us with live music; she will be performing jazz, accompanied by two of her musician friends.

Indeed, we are hoping to arrange some more talks and entertainment for other club evenings this year.

In March, we will be joined by Matthew Overall, the Head of Business at Grange Jaguar, Brentwood—one of our region's longest-time sponsors—who will give a talk about things Jaguar, and will also bring with him a nice example of current Jaguar models to view.

Then, for our club night evening on 2nd June, we have invited Richard Milner to give us a talk on a "Ford v Ferrari" theme, with emphasis on the Ford GT40. Richard was involved with Bernard White Racing back in the 1960s, Bernard being a long standing friend whom Richard had met when racing a Lotus XI. In 1966, BWR entered GT40 chassis P1001 and Ferrari 250LM chassis 5907 in international sports events and BRM 261 chassis 5 in Grands Prix.

Richard will be travelling all the way from Humberside, (although possibly not in his own replica GT40, built in the 1980s) so please do give him your support and appreciation.

In the meantime, happy Jaguar motoring!

Graham Cook
Chairman

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Bob Cain
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Forthcoming events in 2020

<u>Date</u>	<u>Time</u>	<u>Event details</u>
Tuesday 4 February	20.00	Club night meeting with a live jazz performance by Hilary Cameron and friends, Langdon Hills Country & Golf Club
Sunday 16 February	12.30	Sunday lunch at Top Meadow golf club. (12.00 for 12.30)
Thu 20 to Sun 23 Feb	-	<i>[London Classic Car Show, London Olympia]</i>
Tuesday 3 March	20.00	Club night meeting, Langdon Hills Country & Golf Club, with a talk by Matthew Overall (of Grange in Brentwood) and a modern Jaguar car
Saturday 4 April	-	Fish and chips on the Epping Ongar Railway
Tuesday 7 April	20.00	Club night meeting and AGM, Langdon Hills Country & Golf Club
Sunday 26 April	-	'Drive It' Day, travelling from the Museum of Power in Langford to Sutton Hoo, with Sunday lunch in Suffolk.
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. https://events.jec.org.uk/events/festival
Sunday 17 May	09.00	Rickingham Classic Car Show, Suffolk (organised by JEC Suffolk and Essex Borders region)
Tuesday 2 June	20.00	Club night meeting, Langdon Hills Country & Golf Club, with a talk on Le Mans racing in the 1960s by Richard Milner of the Bernard White Racing team of that era.
Sunday 17 June	-	Fathers Day Motorfest, Barleylands, Margaretting Rd, Chelmsford CM1 3PL

Details of more events will be announced next month.

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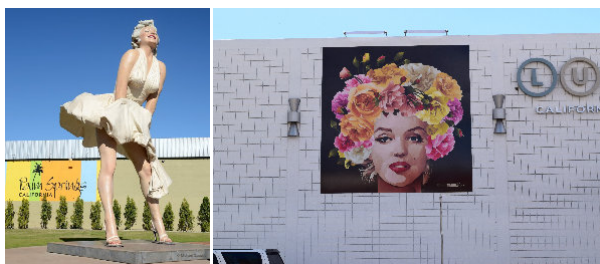
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Parked in Palm Springs

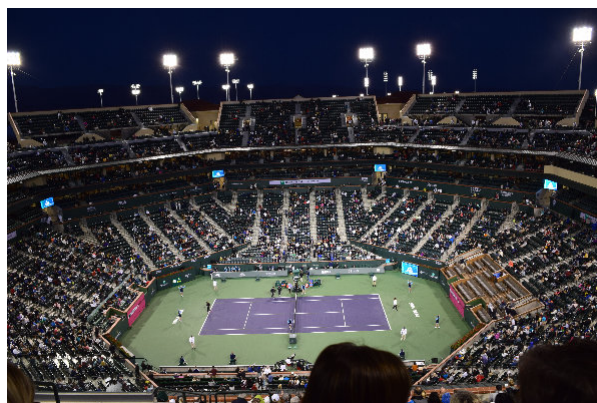
(Part 2)

We were hoping to see the 26 foot tall Marilyn Monroe statue just off Tahquitz Way, but it was on loan somewhere in Connecticut. Still, not to be thwarted, we saw this excellent mural on Lulu's California Bistro on Palm Canyon Drive/East Arenas Road. A fitting start to our final take on some local four-wheeled classics.



Anyone for tennis? Our group certainly was and, more by design than by chance, there was a certain little tournament being held just down the road at Indian Wells. So, after a brief breakfast mainly consisting of orange juice freshly crushed from our huge stock of oranges, we headed east onto East Palm Canyon Drive, through Cathedral City and onto Palm Desert to arrive eventually at Indian Wells Tennis Garden. What an impressive place – think Wimbledon but with a lot more sun. We visited on two or three occasions and were

able to see Serena Williams beat Victoria Azarenka in one of the evening matches.



On the way, we stopped in Palm Desert where we sampled the shops and restaurants along El Paseo, the Rodeo Drive of this town.

And here, as luck would have it, parked at the roadside was a spotless, showroom-fresh Chevrolet Bel Air Convertible in primrose with green upholstery. The plates showed 1951 although I thought this model was introduced in 1953. Maybe someone knows better? With a 3850 cc in-line six, it was the first of the Bel Airs. Steve McQueen used a lesser version in his last film "The Hunter" and you can't get cooler than that. Apart from Sue, this is the item I would take back home with me, given the chance.



It was good to see (finally) a “top down”; I guess it is too hot here to drive *al fresco* for long, although it didn’t stop the four chaps I saw back in Palm Springs driving an enormous 1966 Cadillac DeVille Convertible.

Our eldest, Samantha, was driving me to the local post office one morning when we passed a

“smallish” blue/white two-tone saloon parked in a forecourt. A quick U-turn saw us parked outside McCormicks Palm Springs Exotic Car Auctions inspecting a 1956 one family-owned Ford Fairlane 2-door sedan. Yours for \$14,500 plus 5% buyers’ fee. I don’t know how auctions work in the States, but many of the vehicles were priced in this manner. And there’s more! Too many to list in this short narrative, but here’s a taster. You couldn’t miss the white 1975 Eldorado convertible; check out the registration plate. Samantha looked over a 1968 Chrysler Imperial Crown (\$17,000 plus fee), whilst I inspected a trio of Buicks: a 1967 Skylark, a Riviera from 1963 and a GS 400 CVT of 1967. The latter was fitted with a 6571 cc V8 (401 cu in), the largest engine allowed by GM for its mid-sized cars, and was based on the then current Skylark. Another 1967 muscle car—a Chevelle Super Sport with interesting history—could be yours for \$35,000 plus that premium. For those who prefer pick-ups, the best I saw was this 1956 Ford F100 ½-ton. \$33,000 plus premium would put it on your driveway. A two owners from new with the Custom Cab, larger rear window, better seating and more chrome including “beauty rings” on the wheels. I couldn’t take decent photos of the one family-owned 1953 Chrysler New Yorker Town & Country nor the 1979 Lincoln Mk V with only 40 miles on the clock, but I achieved a great shot of the magnificent 1933 Chrysler Phaeton. At \$110,000 plus fee it would make a grand addition to your collection. The Europeans were





1975 Cadillac Eldorado



1962 Volkswagen Karmann Ghia type 14



1968 Imperial Crown



1988 Fiat Ritmo



1997 Jaguar XJ6



1967 Chevrolet
Chevelle SS



1931 Chrysler Imperial LeBaron Phaeton



1956 Ford F100 pick-up



1967 Buick
Gran Sport 400 CVT



1963 Buick Riviera

represented by a rare Fiat 500 Giardiniera, tiny in comparison with the rest of the iron on display. But the price at \$17,500 certainly did not reflect its size. Nearby sat a VW Karmann Ghia from 1962 for \$10,500 and an XJ6 (X300) for \$2550 – nothing special except it was entirely rust free.



Just as we were leaving, an immaculate convertible Mustang in light blue metallic drew up. A 6-cylinder model, it was bought new in 1965 by the current owner when he was a mere 23 years old. Both had worn well. Lucky guy.

Have you seen the photo of Sue modelling the Essex Thameside baseball cap (choice of colours, £7 each)? It was on the day that we



decided to see the Aerial Tramway, modestly billed as “the largest aerial tramway in the world”, it was opened in 1963, but annoyingly closed when we went to see it. A freak rainstorm/flood had washed away part of the service road. The photograph shows Sue with, behind her, the intact bit of the road that we walked up. A long road! You may note the white line in the distance. That, I am reliably informed, is the San Andreas fault. Luckily, no earthquakes that day.

Our eight days came to an end all too soon and we said our goodbyes to our daughter and friends as they flew out to Los Angeles and then onto



their various abodes. Sue and I took to the road roughly the way we came. You remember in Part One I mentioned there would be more on Amboy? Well, this time we stopped there for a while. It is affectionately billed as “The Ghost Town that ain’t dead yet!” Situated along the old Route 66, back in the 1950s/60s it was a busy town with several cafés, two garages, a tyre shop, three motels, grocery store, church, post office, Highway Patrol station, and a railroad depot. Today, the railway still passes through—you should see the length of the trains—the post office is still around and just one café remains: the iconic Roy’s Café, which is also a “gas station”.



We bought the usual poster and t-shirt and posted a couple of cards in the post office. I could not resist a nose around. The motel is derelict, as

is much of the area, but the reception is nicely preserved with its design evocative of the era it served. Much of the rear is fenced off, which was a pity since it denied access to some interesting classics, most of which had definitely seen better days. It was a little like those “Rust in Peace” articles you see in the classic car magazines. But rust doesn’t seem to have been invented here so let’s say they were “resting”.



The two that struck me most were, to the left a Chrysler Imperial from 1955 and, to the right, a Packard Clipper from 1957. The Imperial (it did not actually bear the Chrysler name) came out as a 4-door sedan, a limousine and a 2-door hardtop



coupé known as the Newport. It was powered by a 5.4 litre hemi V8 and boasted strange little “gunsight” tail lights. The Clipper also dropped its maker’s name (in 1956). Packard was then part of the Studebaker Corporation. Sadly, the writing was on the wall for this once great marque and, with dwindling sales and a lack of investment money, the Packard name ended in 1958.

Never mind! Good cheer was not far away as Sue and I returned to Las Vegas for a few more fun-packed days. Don’t you just love the pink Caddy?

Neil Shanley

Attention all members

Membership renewals

As you are probably aware, we are fast approaching the end of our 2019/20 year and it will soon be time to think about renewing your membership for 2020/21. The annual subscription fee for 2020/21 will remain at £15 and will fall due on 1 March 2020. A membership renewal reminder letter will be sent out to all members mid-February, either by e-mail where we have a valid e-mail address or by post.

You may pay by direct debit, by cheque or in cash. For those members who have already signed up to pay by direct debit, you need take no further action, as your subscription will be collected automatically on 2 March 2020. If you have not signed up for direct debit, then you can do so by going to the ‘About Us’ page of our website (www.jecessexthameside.co.uk).

Alternatively, you may send a cheque for £15 direct to the Membership Secretary by post (where to send the cheque will be included in the letter) or in person at our Club Night meeting on Tuesday 3 March at Langdon Hills Golf Club.

Similarly, if you want to pay by cash, payment may be made at March’s club night.

For members renewing their membership, we would be grateful if you could make payment promptly; doing so saves us considerable time and effort, as well as club expense, as it avoids the need to issue further reminders / chase payment.

If, for whatever reason, you are not proposing to renew your membership, please let the Membership Secretary know immediately by e-mail, note or telephone call, so that we do not pursue further.

Thank you; your co-operation in this matter would be very much appreciated.

Updating our records

If any of your circumstances have changed during the course of the past year e.g. change of address, telephone number, addition/disposal of a Jaguar car, could you please let me as Membership Secretary know so that I may update the club’s membership database?

Gill Cain E: jeccain451@outlook.com
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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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In quest of a dream

As classic car enthusiasts, we all admire the styles and curves of older vehicles and maybe we have a wish list or a dream. And now, for me, it has happened.

My dream fifteen years ago, after selling my RR Shadow 1, was to get a classic car with running boards. It was always a style I admired. I was in a position to acquire one, so the hunt was on and I went from Yorkshire to Devon, looking at Ford V8 Pilots, Riley RMs and anything that would tick the box. But maybe my expectations were too high, and most so-called restored examples were far from restored to my eyes. So eventually I purchased my beautiful 1970 Jaguar 420G which I absolutely adore. Yes, I know it's not got running boards, but I love the attention it gets.



However, I still had the dream fifteen years on. I started the search again, not to replace the Jaguar 420G but to share its garage. I had a budget and started to look again for a running board classic.

I soon realised that the classic market in 15 years has grown by ££s in the UK, so I spread my search to foreign lands, initially from curiosity. I soon realised the ££s might go further, but there were risks and the voice in my head said "no,



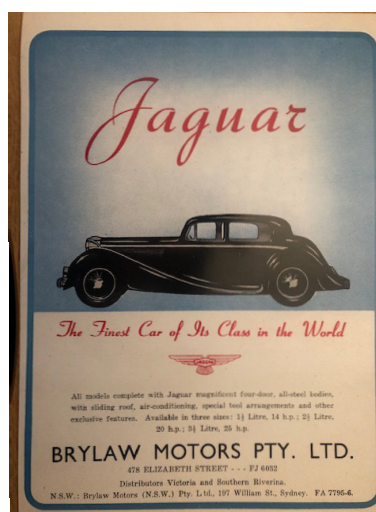
don't do it". However, I did a lot of homework, and continued my searches.

Eventually I found a car that I really did like the look of. It was quite local—not—in Melbourne Australia. The website did not cater for foreign messages, so I had to put in a bogus phone number and postcode in Aussie format; I messaged the seller and explained the reason why I'd had to provide bogus details.

The seller was very helpful and shared all the history of the car, what had been done and what needed doing. I even had a Facetime call with him in which he walked around the car, started it and

took it for a drive. Wow, I was impressed!

The car is a 1948 Jaguar Mk4 3.5 litre. It has only had three owners and was sent direct from Coventry out to Brylaw Motors of Adelaide. It was restored fifteen years ago by the second owner.



I have never done anything like buying a car from so far away that I couldn't physically see but, on the Carsales.com.au website, there was an option for a private, independent car inspection. For £160 I booked it in and liaised with Alan the seller, who really put himself out for me to get this done.

A full 35-page inspection report came through by email within two hours of the inspection, from Red Brook. The report was not only detailed but also included several photographs. With this in hand, I made the decision to go for it if I could get a good shipping deal.

MyCarImport was the company I went with, since they do everything from the collection, shipping, customs, taxes and DVLA registration to delivering it to my door. You may ask what the shipping cost; I will say that, for under £3k, you can get a car over





here. On top of this, of course, you do have to pay import duty which, on a 40+ year-old car, is 5% of the purchase price, plus an additional £55 for DVLA new registration. I did also pay to get a Heritage certificate from Jaguar, which verification

speeds up the DVLA aspects. The company documented everything and explained the whole process in detail to make it all clear.

I had one more major fear; how do I pay for a car so far away without risking the seller doing a runner so that I'd lose everything? Well that was soon sorted; MyCarImport organised it all for me. I paid them, they transferred the money to the Australian agent, and he transferred it to Alan the seller and collected the car the same day.



As soon as everything was booked, I received the

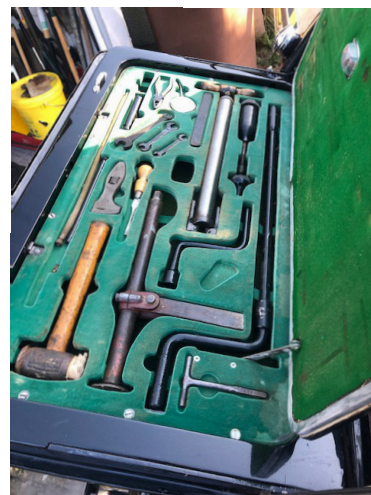


tracking details, the route and detailed photos of when the car was collected, stored in a secure warehouse, and put in a container (a 20ft container for which I paid extra). By 24th August 2019, she was on her way.

I can say with absolute truth that this particular Jaguar has gone all around the world. On 26th October 2019, she landed in Southampton, all in one piece with no damage and everything still secured

inside. By 5th November she was delivered to my home.

One major job to be done was the water pump, which has now been done by a specialist company near Brooklands. Two months later, I put the battery lead on. She started on the button. My Cheshire cat grin just went from ear to ear, I gave her a wipe over and here she is.



Gary Mitchell





Breakfast at Gaydon

Here we are in 2020. The season for shows and events won't really start until spring so, on Saturday 4th January, as it was a nice, bright and dry day I decided to attend the monthly breakfast meet at the British Motor Museum in Gaydon. Organised by Peter Simpson of the local Jaguar Enthusiasts' Club, we were joined by about 100 other Jaguar enthusiasts.

From Galleywood to Gaydon is exactly 125 miles one way. I started out at 7.30 a.m. and headed south on the A12, then onto the M25 coming off at Junction 16 for the M40. Arriving just before 9.20 a.m., there were a few Jaguars in the car park. The museum and café bar did not open until 10.00 a.m., so there was plenty of time to look over some of the cars parked up outside the entrance and talk to some of the owners.

For those that haven't yet visited the British Motor Museum, it houses vehicles from British Leyland, Rootes, including Singer and Hillman, and various other Midlands-based motor manufacturers. It also has a 'new' museum building which houses Jaguar concept and special cars on the ground

floor and Land Rover and other vehicles on the top floor, with the opportunity to see a working workshop from a balcony on the first floor of the building.



The ground floor area, where the Jaguar collection is housed, has some interesting vehicles. Included in this collection is the original prototype of the Jaguar XJ220 6.2 litre V12 AWD. Jaguar enthusiasts will know that the XJ220 was launched with a V6 3.5 litre twin turbo unit, so this is a rare car indeed.



Jaguar XJ220 6.2 litre V12 AWD



Jaguar XJ220 6.2 litre V12 AWD

The hall also houses a Project 7 (F Type Special) and a Project 8 (XE Special).

The Project 7 was launched in May 2014 and is a collector's edition sports car with a limited run of just 250 worldwide. At its launch it was the fastest and most powerful production Jaguar ever made, capable of reaching 0–60 in 3.8 seconds, with a top speed of 186 mph.

The Project 8 was announced in May 2018 and became the fastest saloon with 600 PS (horsepower) from a 5.0 litre supercharged V8

engine, the most powerful, road-legal Jaguar in history. Only 300 were made for worldwide distribution, all being left-hand drive.

Another fine example on display was a Daimler XJ6 (X300). A single two-door XJ convertible was built in 1996 to commemorate Daimler's centenary. The concept car, called the Daimler Corsica, was based on the Daimler Double-Six sedan and can seat four.

There were many more Jaguars on display on the ground floor and too many to list here, so I went



Jaguar Project 7



Jaguar Project 8



Daimler XJ6 (X300) two-door convertible



Daimler XJ6 (X300) two-door convertible



Daimler XJ6 (X300) two-door convertible

outside to see more Jaguars arriving for the breakfast meet.

There were quite a number of F-Types, both convertibles and coupés, including a number of SVRs. There were not so many older cars, although there were some Mk II's and a lovely 1970 XJ6.

Another attraction was a Jaguar XJ40 which had a number of modifications – see how low it is.

Finally, if all these pictures haven't whetted your appetite, my final selection is those of a number of 2006–2015 XK and XKR derivatives .

So, if this article has aroused your interest in attending future Breakfast Meets, then the list of future meetings are on the following page.

One other point to bear in mind is that, if you purchase an entry ticket to the museum on the day and elect to agree to 'gift aid', for which they only need your name and address, the museum



Jaguar F Type Coupé



1970 Jaguar XJ6 series 1



Jaguar F Type



Jaguar F Type



Lowered Jaguar XJ40



Lowered Jaguar XJ40



benefits from a further 25% tax allowance against the admission price and your entry pass is valid for a year. Dates for 2020 'breakfast meets', all on Saturdays at The British Motor Museum except where stated otherwise:

1 February

7 March

4 April

Sunday 19 April at RAF Cosford, Shropshire

2 May

Sunday 24 May at Denbies Winery, London Rd, Dorking RH5 6AA

6 June at Jaguar Classic Works, Coventry

28 June at "Simply Jaguar" Beaulieu

4 July

1 August

5 September

6 September at "Jaguars at the Castle", Warwick

3rd October

7th November

5th December

Doug Warren

Spotted by Ian Crosson:



What happens when Old Car Guys get sent to a nursing home ...

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Members' cars: yours could be here

Can you contribute something about you, your [Jaguar] driving history, and your car?

It need not be a long article and perhaps you may not think there is anything particularly special to tell. But every story is unique and of interest, so please do consider telling it.

To help stimulate your little grey cells, you could consider the following:

- When did you learn to drive? In what car?
- What was the first car you owned?
- How many other cars have you owned?
- What Jaguar car(s) do you have now?
- What made you choose this particular Jaguar?
- When, where and how did you acquire it? How did you find it?
- Who owned it before you and what was its previous history (good or bad...)?
- How old is it, how many miles has it done, and how 'original' is it?
- How long have you owned it / been running it?
- How much and how often do you use it?
- What trips have you taken with it?
- Have you had any interesting or challenging experiences in it? What happened?
- What do you like most about it?
- What are its flaws or drawbacks?
- What does your partner and/or family think of it?
- Who maintains it?
- What work have you done on it? Have you made changes/upgrades?
- What do you think your next car or project might be?
- If money were unlimited, what would be your dream car?

If you have a contribution, please just email it with a photograph or two to Graham Cook and me. Even if you don't feel able to pen an actual story, you could just send us your answers to the questions above; we can help turn it into an article for publishing in the newsletter and on our website.

Richard Gibby



Club clothing

Hello all members. It's now the time of the year when we look at reviewing our club attire. We need to gauge interest before we commit to order all items, so please take a look at the clothing we offer .

Let me know if you would like to purchase anything from the range. Once we have an idea of the interest, we will request what item you will require together with the colour(s), logos and sizes.

All items are good quality and are not chosen just because they are the lowest price. We are, however, very competitive and usually beat the Main Club items many of which are by the same manufacturers that we use.

Currently we offer:

- T-shirts
- polo shirts
- sweat shirts
- short-sleeved shirts
- gilets
- padded jackets

- fleeces
- reversible fleeces
- overalls, and
- baseball caps.

We procure from manufacturers such as:

- Beechfield
- Result
- Regatta
- Gildan
- Fruit of the Loom
- and several others.

All our logos, of which there are five choices, are stitched not transferred.

If there is something that you would like, but is not on our list, please let me know and we may be able to provide it. Please note that this is not an all-year service hence it is important that you advise your interest as soon as possible. I look forward to hearing from you.

Neil Shanley



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