

# Essex Thameside News

Nº 182, June 2022



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Graham Cook  
Chairman and co-editor

cook\_gm@hotmail.co.uk

## Chairman's message

Welcome everyone to our June Newsletter.

Our car season continued to improve over the last month, with the Drive It Day and the Brooklands JDC/JEC Jaguar Centenary show being highlights. We also attended a car meet at North Weald Airfield. The latter was again an impromptu gathering in the glorious sunshine which quite a



few of our members attended. If you have not joined us on one of these, please come along and enjoy an eclectic mix of vehicles and a good chat. And you can purchase breakfast there as well from the London Bus. See later in this Newsletter. What a relief it has been to have life back near enough to normal again, with no signs of the old Covid restrictions.

Among other events coming up in the next couple of months we have: 'Wings & Wheels' at Stow Maries Great War Aerodrome, the Blackwater County Show, Simply Jaguar Beaulieu, the Orsett Classic Car Show, Hyde Hall Car Show and Lavenham Car Show. To see all the events we are attending, please turn to page 3, our 'Events and Shows' page. If you would like to attend any event, please contact the person responsible for the event.

Our Annual General Meeting and Committee Elections was held at our club night on the 3rd May, at Langdon Hills Country & Golf Club. Gill and Bob Cain stood down from the committee. The committee would like to thank them both for their hard work and enthusiastic commitment, and specifically Gill for her excellent work as Membership Secretary. Committee member Ian Croxson kindly stepped forward and has taken over the Membership Secretary role. The other committee members stood and were nominated again for their existing roles. I am pleased to report that our present number of members is now up to 95. Whilst we lost a few members during the renewals process, we have also welcomed several new members to our region. We would urge all members to take advantage of what the club has to offer, particularly, the shows which do take a lot of organising.

One important date in the diary has been the annual Dinner Dance with the Essex and Suffolk Borders Region. This has been cancelled for the last couple of years due to the pandemic and will not be held this year, although it will be held for 2023. The committee are thinking of planning a dinner for members towards mid to late November. It may be that we hold this in an hotel so that you can stay overnight and not worry about driving. If any member is interested would you kindly contact me or another committee member so that we can gauge the numbers.

For those still wanting Club Clothing, we have two half price Rugby Shirts and three caps left in stock at £15.50 and £6.50 each respectively. Contact Neil Shanley for further information.

We still have a few places left for our Yorkshire trip next year. We will be staying in an excellent hotel, The Forrest and Vale, in the centre of Pickering, situated amongst the pretty scenery of the Ryedale District, North Yorkshire and just a couple of miles from Thornton le Dale.

Finally, do please send in your articles for the Newsletter. They do not need to be about cars or fully written out, just notes and photographs will suffice and we can do the rest. Your contacts for this are Richard and Neil.

I would like to thank our Editor for this month, Neil Shanley.

## Other Committee Members

	<p>Ian Croxson Secretary and Membership Secretary ian@thecroxsons.com</p>		<p>Richard Gibby Treasurer, Webmaster and Editor rwgibby@gmail.com</p>
	<p>Lester Magness Social Secretary and Events Coordinator lestermagness1@gmail.com</p>		<p>Neil Shanley Committee member and co-editor neilshanley@btinternet.com</p>

## Shows and events in 2022

### JEC Essex Thameside show attendances and events:

Tue 7 June	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Sun 19 June	Blackwater County Show, Chigborough Road, Heybridge, Maldon CM9 4RB. To attend, please contact Lester Magness
Tue 5 July	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Sun 10 July	Orsett Classic & Vintage Car Show. Orsett Show Grounds, RM16 3JN. To attend, please contact Graham Cook
Sun 24 July	Hyde Hall Classic Car Show, Buck Hatch Lane, Chelmsford, CM3 8ET. To attend, please contact Graham Cook
Tue 2 August	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Sat/Sun 13 & 14 August	National JEC's Festival North at Newby Hall
Sun 28 August	Lavenham Motor Show, Lavenham, Suffolk. To attend, please contact Ian Croxson
Tue 6 September	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Sat/Sun 10 & 11 Sept	National JEC's The Centenary of Jaguar 'Jags on the Prom', Blackpool
Tue 4 October	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Tue 1 November	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Tue 6 December	Christmas Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY

### For information—other non-JEC shows and events open to individuals:

Sun 12 June	Bromley Pageant, Norman Park. £12 one-make parking (+ passenger), or £7 display vehicles
Sun 19 June	'Motorfest', Margaretting Road, Writtle Chelmsford CM1 3PJ
Sun 26 June	'Simply Jaguar', the National Motor Museum, Beaulieu SO42 7ZN. Early bird tickets £13
Sun 26 June	Classic Car Show, The Lawn, Rochford, Essex SS4 1PL
Sun 7 August	Helmingham Hall Gardens Festival of Classic & Sports Cars
Sun 21 August	Hedingham Castle Classic & Vintage Car Show, CO9 3DJ (pre-1986 cars only).
26-28 August	The Silverstone Classic, Silverstone Circuit, Northants NN12 8TN
11-13 November	Lancaster Insurance Classic Motor Show, NEC Birmingham
plus: Classic & Interesting Car meetings, Little Easton Manor, Park Road, Little Easton, Great Dunmow, Essex CM6 2JN on Sun 5 June, Sun 3 July and Sun 7 August	
plus: Jaguar breakfast club, first Saturday of every month at the British Motor Museum, Gaydon, Warwickshire	





## ESSEX THAMESIDE

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North Yorkshire Moors consists of over 1400 miles of tranquil and unspoilt natural beauty. Whether its pine forests, purple tinged heather moorland or rolling hills which appeal to you the moors can offer it all. York's centre is dominated by the towering and awe-inspiring York Minster, one of the most beautiful Gothic cathedrals in the world.

Whitby is a traditional English seaside town boasting both a working harbour and the haunting ruins of its famous abbey which looms over both the town and the North Sea. The town has changed little in a century and here you can enjoy sandy beaches, rock pools and its blend of traditional fisherman's cottages and elegant Georgian townhouses.

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# Definitely Drive It Day



Coordinated by Ian Croxson with event organiser, Colin Breathwick, this "Classics by the Lake" was one event not to be missed. It took place on Sunday 24<sup>th</sup> April under a warm sun and blue skies which lasted the whole day, a stark contrast to the near arctic conditions at last year's Covid restricted event at Kersey Mill.

We started proceedings at Buckhatch Nursery Garden Centre, Rettendon Common where starter packs and bacon butties were issued and consumed in that order. Vehicles were flagged off between 09.30 and 10.30 hrs for a gentle 40 plus mile drive on the winding lanes of the Essex countryside ending at Little Eastern Manor, Great Dunmow. With the sunlight dappled by overhanging trees, it was a joy to drive the 420 in such ideal conditions and one shared by my American navigator – our elder daughter's husband, who had, up until now, little experience of traditional English villages. His home state is Montana, 1.6 times the size of the UK but with only one million inhabitants. It has very little in the picturesque village line so places like Thaxted, Finchingfield and Shalford, all on our doorstep, were a new experience for him.



The journey was not without incident, however, for Essex Council (?) had decided to close off a road vital to our route. We met several cars that had turned back but we carried on and chose some very narrow

alternative lanes to bring us back on track. Whilst doing this, I heard a shout of "Neil". It came from member Neil Wylie as we passed his house. I hope you saw me wave back, Neil. The venue was well worth the small detour, however. With a history dating back to the 11<sup>th</sup> century, and, in some parts, back to the Roman times, the area is recorded in The Domesday Book (I must read that one day) as "Estaines Parva". The original 17<sup>th</sup> century manor house which replaced the medieval castle (hope you are still with me), was rebuilt during the Victorian era with further works being carried out in the 1920's. During this time, the then owner – the Countess of Warwick (look up the music hall song Daisy, Daisy) – sold the property to her daughter's husband, Basil Dean, an actor, writer, theatre and film producer and Chairman of Associated Talking Pictures, later known as Ealing Studios. This may explain why several films were made using its grounds. Used by the RAF and the United States Army Airforce

during WW II, it was later bought by Lady Inchcape and later by the Pedley family who renovated the famous Barn Theatre where such notables as Charlie Chaplin, Gracie Fields, George Formby and even H G Wells have performed. The sympathetic restoration of this Grade II listed establishment continues to this day with the present owners and forms a splendid back drop for today's car event.

Food and drink were available in the grounds and there was a bar. I can recommend the pulled pork wraps from the BBQ. So, what of the entries? Well, the standards were high as was the choice of makes and models. Our club fielded an impressive array of Jaguars, and a 2CV, brought along by: Ray and Wanda, Helen, Martin, Ian and Liz, Graham and Mary, Bob, Gill and dog Dolly, David and Sharon, Barrie and Nancy, Mick and Wendy, Richard and Deborah, Steve and Wendy and your scribe with wife, Sue. Hopefully, nobody has been missed. From such an eclectic high quality mix it is difficult to pick which cars to highlight, but there were a



few that caught my eye. The DB6 and the blue E type parked in the grounds in front of the Manor certainly fitted the bill and it was good to see that the Jaguar had finally made it albeit not under its

own steam. Back in the Garden Centre, I spotted a rare Alfa Romeo Stradale finished in red sporting a 1967 plate. Only 18 of these were manufactured between '67 and '69 and were hand built with an aluminium body over an aluminium frame. It was probably the most expensive car present with a value of over £7 million if you can find one!! And now for something completely different – a metallic purple Mk I Ford Cortina convertible. Apart from



the Saxon recreation which I saw at the NEC last year, it is the only convertible Mk I that I have ever seen. It was parked alongside a stunning Granada Ghia Coupe and was built from a scrap two door saloon. The car is beautifully built and sports a bespoke interior that could have been made by a large manufacturer such as the quality, the original Cortina GT dashboard had been seamlessly incorporated with not a Philips-head screw in sight. The engine room was equally impressive with a 4.6 litre Rover V8 sitting proudly in a bay that you could eat your dinner from.



Jaguars, Bentleys, Rolls and Porsches abounded, but the event wasn't just about glamorous machinery for here you could find once ubiquitous cars but now real rarities such as a Vauxhall Chevette saloon, a Vauxhall Astra GTE and a 1971 Toyota Carina 1600 De Luxe Saloon. When was the last time you saw any one of these and how have they managed to survive? The latter was originally a demonstrator for Toyota GB and was sold to its previous and first owner with 8000 miles on the clock. He used it regularly for over 30



years until bought by its present custodian. Following work to the sills, doors and interior trim the car is now in excellent condition, has never had its engine head off in the 125,000 miles so far covered and does not burn oil. British Leyland

should have taken note. It was good to see a quartet of old timers arrive on the field – and I mean the cars not the drivers, although..... The group comprised a duo of Bullnose Morris Cowleys, a 1929 Morris whose model name escapes me and an MG of 1926 vintage. We passed the latter car during the journey when it seemed to have expired at the side of the road. Glad it made it. A late but



welcome arrival to the show was a red Ford Thunderbird, an early 1955 4.8 litre convertible with matching interior.



This model and its Mk II successor were considered to have started the "Personal Luxury" trend in the States. Its probably my take-home car of the event.

Prizes were later given for the best period dress with the owners of the brown 1928 Humber taking the honours. A close second must surely have been David and Sharon with their recently acquired Jaguar V12 based Royale. Unfortunately, their car developed brake trouble during the drive but they still managed to complete the run. Whilst the fault rectified itself,



Lester who also made an effort for the "dressing up" category by coming as a French boulanger, complete with his appropriate Citroen 2CV Van.



it was considered safer to use the AA flat-bed to ferry them and the car home. Luckily this was on hand since it had brought the blue E Type earlier in the day. Finally, I must mention



The day was great fun and raised over £3000 pounds for the nominated charities; Macmillan Cancer Support, Essex & Herts Air Ambulance and 24/7 Centre Algarve. With thanks to Rotary Club Billericay Mayflower.

Neil Shanley with photographic help from Liz Croxson

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## A Look Around The Lake





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## Answers To May Car Quiz

1. BMW 700, 2. Renault 8, 3. Panhard PL17, 4. Lamborghini 400GT, 5. Mercedes-Benz Type 770 W150, 6. Nissan Silvia, 7. Bristol 407, 8. Pontiac Bonneville Sport Coupe, 9. We don't know and neither does Doug, 10. Lancia Fulvia, 11. Ginetta G4, 12. Iso Grifo A3/C, 13. Plymouth P19, 14. Chevrolet Impala, 15. Citroen Bijou, 16. Aston Martin Bulldog, 17. You'll have to ask Doug again, 18. Austin Kimberly (an Aussie "Land Crab")



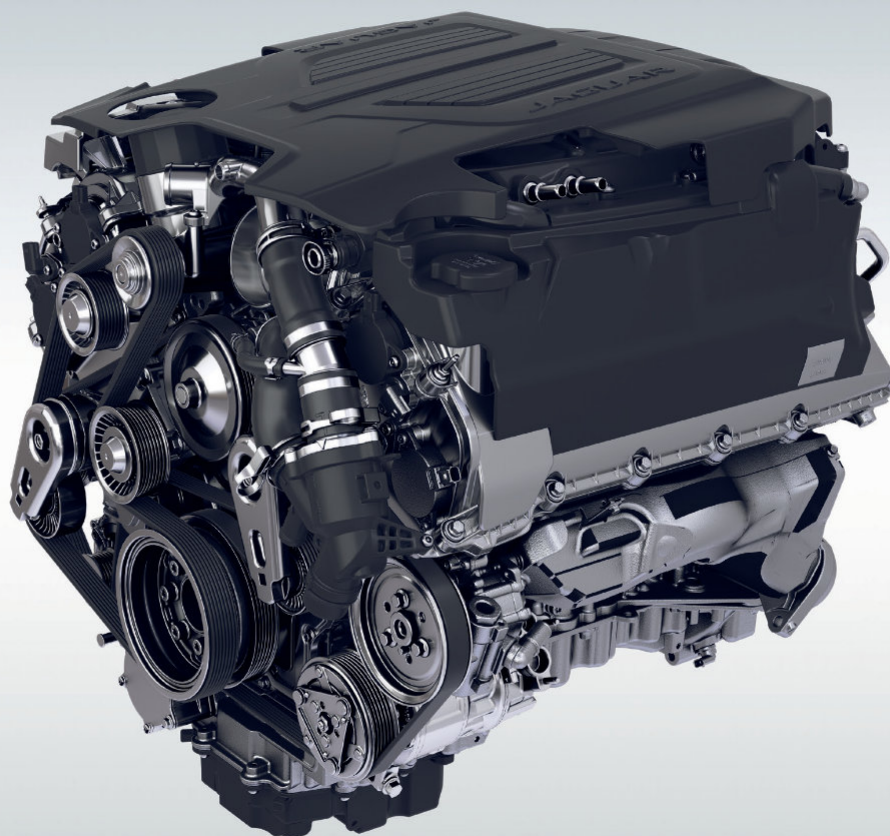
## Answers To Cinemojis Quiz

1. Four Weddings and a Funeral, 2. Silence of the Lambs, 3. Sixth Sense, 4. The Good, the Bad and the Ugly, 5. Brokeback Mountain, 6. Life of Pi, 7. Some Like It Hot, 8. Octopussy, 9. The Curious Case of Benjamin Button, 10. Rear Window.





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# A Royale Occasion

Saw Her, Fell In Love, Bought Her, Then Found The Money.



It was on the 10<sup>th</sup> April, 2022 that I first laid eyes on SBB 26M at our impromptu gathering in Maldon. Member David Ogg had brought along his recent acquisition – a 1974 Royale Double-Six, powered by a 5.3 litre Jaguar V12 engine. A couple of weeks later David and Sharon drove it in the Drive It Day outing details of which you can read earlier in this Newsletter.



So, what is a Royale Double-Six? I thought it was by a company of the same name which operated mainly in the 1990's, building such cars as the Royale Sabre and the Royale Windsor. I also know of a Jaguar Royale Special Coupe, reminiscent

of a Jaguar XK140 and based on an XJ-S 3.6 and built in 2017, but I could not find a Double-Six listed. It is here that Sharon takes up the story.

She relates that they saw her first at the Goodwood Revival last year and, after measuring her twice worked



out that she would just about fit into their garage if she breathed in. With that confirmed, she was purchased. The car was registered on January 1974 as a Royale Double-Six, having been hand built by an American enthusiast who was living in the UK. He had

previously built one in the States. That version being 22 feet long whilst David and Sharon's is "only" 19 feet in length. His original intention was to go into production and had exhibited and taken



orders. However, the mid-seventies recession hit curtailing all future plans. Hence, Tallulah, as she is affectionately called, remains the only one of her kind.

She must have cost a fortune to build. The running boards and wings are GRP, made from purpose built moulds and the body is steel. The quality and attention to detail is, like the car's size, impressive. The huge grill, headlamps, side exhausts, spots, running lights, headlamps, bumpers, mirrors, rear lights and spare wheel cover are all chrome with many items specially manufactured for the car. A nice touch is the 1930 Cadillac Goddess Flying Lady adorning the grill. Tallulah also sports a fully convertible mohair roof. Several Jaguar parts are evident in the leather clad interior, particularly on the wood veneered dash board. It is finished in Mercedes Silver paint and with its smooth Jaguar V12 below the bonnet coupled to an automatic transmission,



Sharon says it is a pleasure to drive.

Above; Tallulah wearing an earlier paint job



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# Brilliant Brooklands

## SS – Swallow – Jaguar Centenary, 2022

One of the most eagerly anticipated dates in my car diary finally came around this month. It was a celebration of the Jaguar Centenary organised by the JDC with our own JEC and was held over the weekend of 14<sup>th</sup> and 15<sup>th</sup> May at the Brooklands Museum. We chose to attend the main event on the Sunday and following the promising T Shirts and shorts weather the previous day, upon arrival, we were met with....rain. But, whilst our clothes were dampened our spirits were not.



For those of you not familiar with Brooklands, read on for a very brief potted history of this unique experience. Originally it was a purpose built 2.75 mile motor racing track with banked sides incorporating an aerodrome. Opened in 1907

after a 3 year build, it was the world's first banked motor racing circuit which inspired the Indianapolis Motor Speedway which opened two years later. As well as being one of Britain's first airfields, Brooklands also became this country's largest aircraft manufacturing centre. For the Civil Engineers amongst you, to suit the joint requirements of speed and spectator visibility, the track was designed as a 30 meter (100ft) wide oval with the banking reaching 9 meters (30 ft) high in places. In addition to the oval, a bisecting straight was added, increasing the track length to 3.25 miles of which 1.25 miles was banked. It could host 287,000 spectators at its peak of popularity. As can be seen, the track was built of concrete, chosen due to the



difficulties in laying tarmac on banking and the higher cost of asphalt on the track. The downside is that it creates a bumpy ride and, over time the concrete cracks and moves with the differential settlement of the sub strata making things progressively worse.

Brooklands was closed to motor racing during both world wars and after the end of hostilities for WWII, it never reopened for its intended purpose. Used for military aircraft production, it was heavily bombed during the last war and



by 1945 it was in a poor condition and was sold to Vickers-Armstrong in 1946 for use



as an aircraft factory. Today Brooklands is an historic site home to Mercedes-Benz World, Marks & Spencer's, Tesco



and, of course the Museum and associated buildings the latter making it an excellent

backdrop for the Jaguar Centenary activities.

On entering, we were immediately faced with an array of early cars including an SS1 Coupe and a Tourer, a clutch of SS100's, Mark IV's and V's together with a row of



charming Austin Swallows round the corner by the historic Clubhouse. These little cars were accompanied by a solitary Swallow Sidecar reminding us of where it all started.

Set between two rows of trade stands stood a magnificent selection of XK's rubbing



shoulders with Mark VII, VIII and IX's. Possibly the largest club presence was that from Switzerland who must have brought their country's entire

supply of E Types. Further up the track we could see possibly every example of the more modern Jaguar saloons and sports cars. Amongst them I spotted a Project Seven that Steve Potter and I drove back in



2015 on



a factory visit. Interestingly, some of the least represented cars present, in my opinion, were the Mark X/420G's, the old S Types and the 420's. I did count five of the latter which is more than I have ever seen at a show.

Speaking of rarities, we spotted an '89 XJ40 Estate which I think may be owned by Dave Marks. It was one of only three manufactured and the only one in the UK, the others residing in Europe and America. Another Jaguar based estate and possibly the only example at the show, was a





Lynx Eventer which I had previously seen at last year's NEC show.

The weather didn't seem to put people off and appeared well attended. Some familiar faces from Essex Thameside were in attendance including: Doug and Jackie Warren, Steve and Wendy Potter, Chris and Marise White, Bob Duff and Geoff Jackson. With the weather being a little unkind, at least we could escape into the museums of which there are several. These are a treasure trove of artefacts and transportation significant to Brooklands. For displayed in these you could see such gems as the famous Napier-Railton of John Cobb. Built to race at Brooklands and costing around £10,000 (over £762,000 in today's money), it achieved 143.44 mph in 1935 on the outer circuit, the fastest ever average speed at the time. If your interest lies in aviation, then you will not be disappointed with the Vickers Wellington Bomber on display in one of the hangers. This particular plane was based at RAF Lossiemouth and was forced to ditch into Loch Ness in blizzard conditions due to engine failure on 31st December, 1939. Flying at 8000 feet and with only one engine working, there was no chance of



reaching base. The snow storms made it difficult to see a suitable landing space amongst the mountainous terrain and the order was given to bail out. Luckily, Loch

Ness then came into view and the order was cancelled, but unfortunately one crew member did not hear this and was killed when his parachute failed to open. The plane landed on the water and the remaining crew walked along the wing to the inflatable dingy and then to safety. The Wellington then sank and remained submerged for the next 45 years until its recovery in 1985. Amazingly, once installed ready for restoration, when connected to a suitable electric supply, the landing lights still worked!

There is far more fascinating stories to be told than we have space for here, so for now we will let the photographs below do the talking.

Neil Shanley





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\*Representative Example relates to an I-PACE SE EV400. 0% APR Representative available on new Jaguar I-PACE models at participating Retailers only. With Jaguar Personal Contract Purchase (PCP) you have the option after you have paid all of the regular monthly repayments to: (1) Return the vehicle and not pay the Optional Final Repayment. In this example if the vehicle has exceeded the permitted maximum mileage of 40,833 miles, a charge of 16.8p (including VAT at 20%) will apply per excess mile. If the vehicle is in good condition (fair wear and tear accepted) and has not exceeded 40,833 miles you will have nothing further to pay. (2) Pay the Optional Final Repayment to own the vehicle or (3) Part exchange the vehicle subject to settlement of your existing finance agreement; new finance agreements are subject to status. Representative Example is based on an annual mileage of 10,000 miles. 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. Model shown may include optional features and may not be representative of the offer displayed.

\*\*WLTP (Worldwide harmonised Light vehicle Test Procedure) is the new process that has been phased in from 2017, which measures fuel, energy consumption, range and emissions in passenger vehicles in Europe. This is designed to provide figures closer to real-world driving behaviour. It tests vehicles with optional equipment and with a more demanding test procedure and driving profile.



## North Weald in Pictures





**Behind The Wheel Quiz** Seen below are stills from films and TV shows. All you have to do is name the movie/TV show and one of the actors/actresses in the shot.



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8





Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14



Figure 15



Figure 16

Good Luck. Answers in next month's Newsletter.





## Cinemojis Quiz



Identify these films from emojis suggesting the film's title or story elements.

1.            

2.   

3.   

4.   

5.   

6.   

7.   

8.    

9.   

10.     

11.       

12.  





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