

Essex Thameside News



Nº 203, March 2024

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Chairman's message

Steve Rider
 chairman@jecessexthameside.co.uk

Hello Essex Thameside members,

We have now had the benefit of experiencing several nights at our new club location and, after taking on board the feedback from members, we have revised and extended our hours on club nights. Consequently we have confirmed an earlier access to the club room to set up at 6.30pm, with doors opening to members from 7pm to facilitate a meeting start time at 7.30. Members will also be able to take advantage of an extended bar service from 7pm till 9 pm.

Despite experiencing a few 'teething problems' this year, I would like to thank the membership for their continued support, and am particularly pleased to report a number of new members swelling our ranks. Consequently, I would like to formally welcome John Wilson, Alan Mills, John Pemberton, John James, Cormac O'Keeffe and Rick Rocker to the Essex Thameside region. I look forward to seeing them at club nights and shows during the year.

With regards to events and shows generally, the busy start to the year isn't showing any signs of slowing down yet. We are receiving new invitations and details every week and, with an already busy calendar, the committee is working hard to provide you with as varied and practical a choice of events as possible.

We are regularly facing the issue of receiving invitations for two different events at similar times. But, even when we have discussed and decided to support one of them in particular, we will still provide members with as much information as possible to enable everyone to make informed decisions as to any alternative choices they might prefer.

In terms of other provisions, our Neil Shanley has come up with an additional range of clothing and merchandise, examples of which will be on display at club nights. But if you are unable to attend in person please don't hesitate to contact Neil or another committee member direct.

As you will be well aware, our new financial and membership year commences on 1st March. We are currently issuing membership renewal invitations and I am pleased to confirm that our annual fees have again been held to £15. To assist with taking payments, and especially with the renewals process, our Treasurer Richard Gibby is trialling a card and contactless payment machine to provide additional choice for members and simpler processing all round. We plan to have the machine available for use at our next club night and AGM on 26th March.

It is still early days with regards to this season but I would urge all members to provide feedback and comments with regard to the committee's efforts, to help ensure we are meeting members' needs wherever we can. Clearly, you will have an ideal opportunity to express your opinions at the Annual General Meeting during next club night.

So, I look forward to greeting as many of you as possible at the club later this month on Tuesday 26th March at 7.00 pm.

Steve

Committee Members

	<p>Richard Gibby Treasurer, Webmaster and Editor rwgibby@icloud.com</p>		<p>Ian Croxson Secretary ian@thecroxsons.com</p>		<p>Lester Magness Vice Chairman and Social Secretary lestermagness1@gmail.com</p>
	<p>Beverly Warren Membership Secretary membership@jecessexthameside.co.uk</p>		<p>Neil Shanley Committee member and Co-editor neilshanley@btinternet.com</p>		<p>Vaughn High Committee Member vaughn.high@sky.com</p>

Some Dates for your Diary

2nd March will see some club members taking a trip over to the British Motor Museum in support of the Jaguar Breakfast Club. They hold regular monthly meetings in the Museum car park as well as other one off events around the country. It's free to attend and doesn't need to be booked in advance, but access to the museum will cost extra. Tickets for the museum can be purchased in advance online from <https://www.britishmotormuseum.co.uk/book-now>

Please note that a museum 'day ticket' giving access to the museum and the Jaguar Centre can be converted to provide annual admission to both at no extra cost. We have the option of having a number of spaces reserved for us to park together as well space for our shelter. Therefore anyone interested in attending or wanting further information please contact Steve Rider at srider@live.co.uk.

31st March. Langford (Maldon) and the Museum of Power Transport Fest. We are booked into the Museum of Power, Langford for the Annual Transport Fest. Admission is free although we do normally have a collection from the cars attending of usually £5.00 per car towards the Museum. There are displays of modern and classic cars, trade stands, food vendors and music. as an exhibitor you also get free access to the Museum. Please remember it is Easter Sunday so, before you book your space, just check that you won't have the mother-in-law coming for Sunday lunch and preventing you from attending. Contact Lester: lestermagness1@gmail.com

21st April. For this year's Drive it Day, we are joining a drive organised by the Rotary Mayflower Group. It starts in Stow Maries at the only surviving Royal Flying Corps Airfield and, after a drive of around 45 miles, finishes at a mid-Essex Georgian House near Chelmsford. National Drive It Day was first created by the British Historic Vehicle Clubs in 2005. It continues to support the NSPCC Childline and this year's entry fee is £20. Further information, your online entry form, and how to purchase a rally plaque, are all at ClassicCarRotaryMayflower@gmail.com or, in case of need, contact Ian Croxson at ian@thecroxsons.com

28th April. Visit to De Havilland Aircraft Museum, Salisbury Hall, Shenley, London Colney. We have arranged a visit to the De Havilland Aircraft Museum for between 10-20 people. (If more than 20 people,

they will split us into two groups). It's £20.00 per head, including a 2-hour guided tour of the museum, a photo shoot with the cars in front of a De Havilland Mosquito, and tea/coffee on arrival. The Museum is located approximately one mile from J22 on the M25. It has been open since 1959 and exhibits many planes including the iconic Mosquito and Comet. To obtain further information and perhaps reserve a place please contact Lester Magness at lestermagness1@gmail.com

11th May. JEC Technical Seminar: X100 models (1996 to 2005)

The JEC are restarting a programme of technical seminars for club members, with the first in the series being presented by one of the Club's technical experts - David Marks.

The audio/visual presentation will be theatre style, covering all you need to know about servicing and maintaining these cars with specific reference to problems experienced, how to do jobs and the parts situation. This seminar is advertised as being ideal if you are contemplating the purchase of one of these models or just want to gain a deeper understanding of your XK8, with ample time for Q&A.

Upon arrival, tea and coffee will be provided, with a full buffet lunch and a mid-afternoon tea. An agenda and other information will be provided before the event alongside other handouts supplied on the day. Being held in Stoke-on-Trent, bookings are to be made direct through the JEC.

One of our members, Doug Warren, has confirmed that he will be attending and he has a spare seat available if any member would like to attend with him. He is intending to stay at the Travelodge in Crewe, Barthomley which is 9 miles away from the venue. The 'Saver' rate per room (non-refundable) is currently £109.98 for two nights - Friday & Saturday, for which you would need to make your own reservation.

Steve Rider

Forthcoming Events

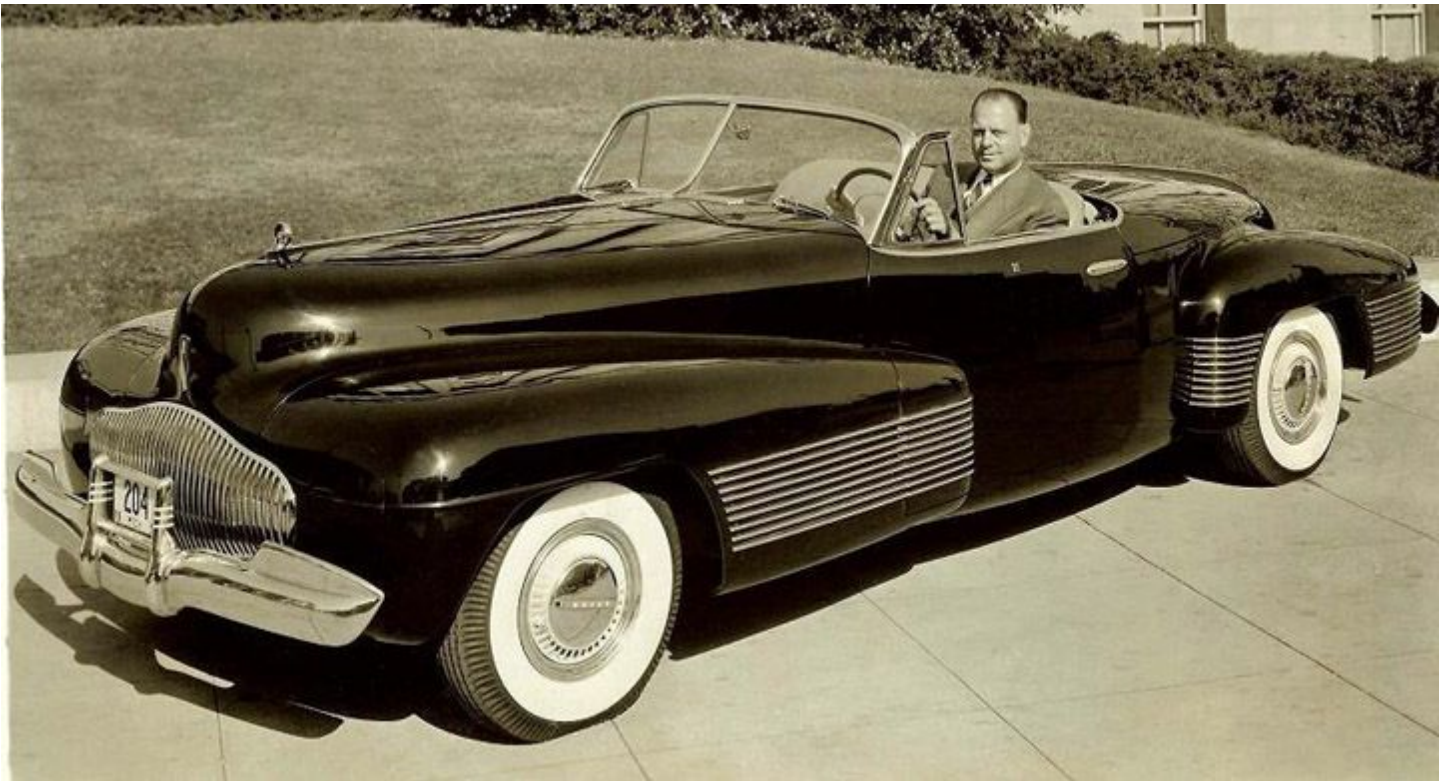
Monthly club nights:

Club night meetings usually start at 7pm on the last (or third) Tuesday of the month and take place at the Essex Police Sports & Social Club, 50 St Margarets Road, Chelmsford CM2 6DA.

26 March (AGM); 23 April; 21 May; 25 June; 23 July; 27 August; 17 September; 22 October; 19 November; 17 December.

Shows, events and trips:

2 March	Jaguar Breakfast Club at British Motor Museum, Gaydon
22-24 March	Practical Classics Restoration Show, NEC Birmingham
31 March	Transport Fest at the Museum of Power [contact Lester to book]
13-14 April	Goodwood Road Racing Club - 81 st Members Meeting
15-20 April	Netherlands Tour [fully booked]
21 April	Drive-It Day with the Billericay Mayflower Rotary Club. 45-mile drive, starting from Stow Maries airfield. £20 per car. Email ClassicCarRotaryMayflower@gmail.com to book
28 April	Visit to De Havilland Aircraft Museum, London Colney [contact Lester to book]
11 May	JEC Technical Seminar on Jaguar X100 models (1996-2005), Stoke-on-Trent
18-19 May	Beaulieu Spring Autojumble
19 May	Rickingham Classic Car Show with JEC Essex & Suffolk Borders [contact Neil for details]
2 June	St Osyths Classic Car day with Essex & Suffolk Borders region
15-16 June	Fathers Day Motorfest, Kings Farm, Writtle
23 June	Hatfield Heath Classic Car Festival [contact Neil for details]
23 June	Simply Jaguar, National Motor Museum, Beaulieu
23 June	Little Waltham Open Gardens & Classic Car Show
11-14 July	Goodwood Road Racing Club - Festival of Speed
14 July	Orsett Classic & Vintage Show [contact Lester to book]
28 July	JEC 40th Anniversary Summer Festival, British Motor Museum, Gaydon
10 August	Essex Thameside 35th Anniversary Barbecue, Essex Police Sports & Social Club
23-25 August	Silverstone Festival
1 September	Classics at Glemham Hall, Little Glemham, Woodbridge, Suffolk, IP13 0BT
6-8 September	Goodwood Road Racing Club - Revival meeting
14-15 September	Beaulieu International Autojumble
8-10 November	Lancaster Classic Motor Show at NEC Birmingham



Creative Concepts

This article was inspired by some photographs sent in by Ian Croxson about 1950s American concept cars that never made it to full production. (Not that they were really meant to anyway.)

The use of concept cars was introduced by Harley Earl, Head of Design at General Motors, as a tool for the design process and also as a clever marketing ploy. His Art and Colour Department, later to be rebranded Styling Section, was a first for the car industry and produced their first concept in 1939, the Buick Y-job. Most other car makers caught on to the idea by the 1950s. If not beautiful or practical, these creations were certainly eye catching.

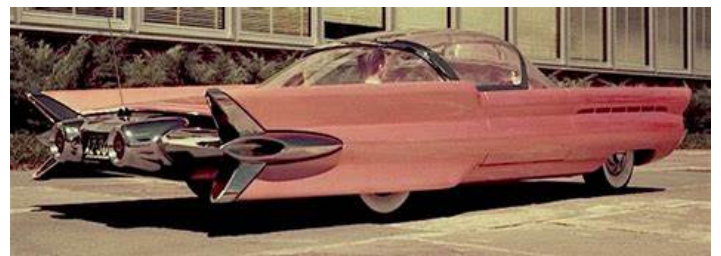
Since hearing the news that Ford are to drop the Fiesta and Focus, I thought it would be interesting to look at what Ford's future thinking was like in the middle of the last century. In the relative absence of much from the UK and Europe, we'll take a look at what was then hot in the US, so read on.

Ford X-100, 1952



The term "Concept Cars" did not exist within Ford when this car was conceived, so they called it a "laboratory on wheels" to convey its design mission. It was brought out in response to those from General Motors and was designed by Ford design regulars, Joe Oros, John Najjir and Elwood Engel. Originally badged as a Lincoln Continental 195X, it was stacked with innovative features and gadgets. Amongst these were: heated seats, integral hydraulic jacks, Firestone experimental radial tyres, telephone, Dictaphone and even an electric shaver. Apart from Auto Shows, it appeared in the 1954 film "A Woman's World" with Lauren Bacall and Fred MacMurray. It now resides in the Henry Ford Museum. Its influence almost a decade later can be seen in the rear tail lights of the 1961–1963 Ford Thunderbird.

Ford La Cosca, 1954



The influence of the "Jet Age" was catching up with car design, as can be seen from the La Cosca concept. It was designed by Alex Tremulis, head of the newly-named Advanced Styling Studio. But don't be fooled by the clever photography; only 1/3rd scale models were ever built.

Ford Mystere, 1954



Styled by Bill Boyer, it was meant to hint at design features to be used on the 1957 model year in Ford's range and to be shown in the 1955 Detroit Auto Show. However, the company felt that this was a little too early to show their hand, so it was first displayed in the 1956 Chicago Extravaganza. Whilst not a working vehicle, it did highlight the "swash" body side moulding, quad lights and fins of the '57 production Ford Fairlane 500.



Ford Mercury D524, 1955



This was a concept meant for internal scrutiny only, developing engineering advances, and not from the styling division but from the engineering department which briefly developed their own concepts in the 1950s. As can be seen from its appearance, it was less of a styling exercise and more of an engineering test bed. Air conditioning, aircraft style wrap-over doors (driven by electric motors), impact-resisting front end treatment, retractable rear window and fibreglass body were some of the features it demonstrated. Since the air conditioning unit filled most of the boot space, the fuel tank and spare wheel were housed under "humps" in the rear wings. A good engineering solution, but not very stylistic. Like the X-100, the Mercury was used by Hollywood when

George Barris, a well-known customizer, placed it in the film "The Patsy", starring Jerry Lewis. It also appeared in a 1964 episode of the "Outer Limits" (as a police car from 2010). Sharp-eyed viewers may have also seen it in the background of "Back to the Future Part 3". It can now be seen in The Peterson Automotive Museum, Los Angeles.

Ford X-2000, 1958



This example was intended to show styling as it may have been in the far future – an advanced concept not meant to have any bearing on forthcoming models – although its grille looks very close to that of the '58 Edsel. Like the La Cosca, it was only ever built as a 3/8th scale model.

Lincoln Futura, 1955



Perhaps the most famous of all the Ford concept vehicles is the Lincoln Futura. Originally programmed to be a Ford, it was transferred to their Lincoln division early in its gestation. Again, John Najjir led the design, this time with Bill Schmidt. The completed design was hand built in Italy by Ghia at a cost of \$250,000 – about \$2.5M in today's money. It was displayed at the Chicago Auto Show in January 1955 and, unlike many such show cars, it was a fully functioning vehicle boasting a 6.0 litre V8 below the bonnet. Originally painted pearlescent pear white, the body was built on a modified 1953 Lincoln chassis. Whilst it never went into production, styling cues

around the headlamps and tail fins can be seen on the Premier and Capri Lincolns of 1956 and 1957, albeit in a more subdued manner.



The Ford concept, like others, appeared on the silver screen in the film “It Started with a Kiss”, starring Debbie Reynolds and Glenn Ford. It was painted red for this part since pearl white did not work well with the colour film. After this, a quiet life followed with the car being eventually sold to George Barris for just \$1. The car was not titled, hence it could not be insured and sat unused in his premises for several years until 1966, when Barris was asked to design a car for a new TV series to be called “Batman”.



Originally, the car was to be built by auto stylist Dean Jeffries in 1965, but the studio needed it for filming sooner than he could make it. With just a few weeks left, Barris took on the job. With too little time to build something from scratch, Barris turned to the forlorn Lincoln and, using some of Jeffries ideas, he decided that the Futura’s unusual wing shape would make a good starting point. He hired Bill Cushenberry to modify the car’s metalwork and the rest is history.

Four replicas were made for publicity purposes, whilst Barris retained ownership of the original used in the series. It was eventually sold in 2013 for \$4.62M. As a footnote, if you fancy a Batmobile for yourself, you can buy a new replica – fully roadworthy, including a Batphone – from Fibreglass Freaks for a mere \$150,000. So, in a way, the Futura really did make it into production after all.



Neil Shanley

Answers to last month’s quiz

- 1 That Touch of Mink - Doris Day, Cary Grant
- 2 Vertigo - James Stewart
- 3 Jackie Brown - Pam Grier
- 4 Octopussy - Roger Moore
- 5 See No Evil, Hear No Evil - Gene Wilder, Richard Pryor
- 6 True Lies - Arnold Schwarzenegger, Bill Paxton
- 7 Barbie - Ryan Gosling, Margot Robbie
- 8 Psycho - Janet Leigh





Jaguar XJ8 3.2 for sale

1999 XJ8 3.2L. 67,500 genuine miles. Regularly serviced by me with receipts for parts and MOT'd to 15.11.2024

Over £8,000 spent over 5½ years ownership. All bills available and supplied with car. Includes:

- full respray
- front offside spring damper mounting
- car aerial
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How to Discover the History of your Classic

For many of us, our cherished classics can quickly become a part of the family. Every vehicle has a story to tell – whether it’s perfectly polished or peppered with patina – and searching through the pages of its history can be a satisfying experience.

While some are blessed with folders of photos, receipts and first-hand stories, some memories are destined to disappear forever. But although tracing the history of your vehicle can be a little more complicated than your family tree, all is not necessarily lost.

It often pays to put in the hours to see what you can find. There’s a chance that your discovery might increase the value of your vehicle, whether you uncover a famous owner, an unusual story, or something even more significant.

So, here are a few ideas to guide you on your path for automotive ancestry.

Hit the Internet

You’ll need your computer, and perhaps a supply of coffee! Start by searching your registration number online – you may find results from previous sales or auction sites. Owners’ clubs and enthusiasts forums may also net threads of old photos, maintenance, modifications or stories from previous keepers.

Some clubs or registers also have a dedicated



section for this sort of thing – the very best have detailed databases and technical documentation. If in doubt, drop the club an email and ask for help.

Some online forums have seen a decline in users in recent years, having given way to Facebook groups. Check whether there's an active social media community for your specific model – the JEC for example has specific experts depending on your particular model.

Ask the last owner

You are likely to only have the current V5C (vehicle logbook), as the DVLA requests that you destroy old versions. However, if you have one to hand it may be worth a look through the names of previous owners.



Older vehicles

sometimes have the original owner's logbook, which may list names and addresses of past keepers. Obviously, this information could be well out of date, but you could try contacting them and asking for help.

Filling in a V888 form could also unlock information from the DVLA, including:

- the number of previous registered keepers,
- vehicle changes such as colour or engine, and
- details of any previous keepers where you can 'provide evidence as to why the previous keepers details are required'. However, the DVLA do note in their guidance that 'whether details can be released will depend on the circumstances of the case' and you must need a 'reasonable cause'. More information on this can be found on the DVLA website.

Contact the manufacturer



Some manufacturers are willing to help fill in the blanks, usually if a vehicle is rare or has led an interesting life. With British classics you can apply for a British Motor Industry Heritage Trust certificate for which there are a range of cost options.

Seek a specialist

If you have old paperwork, possibly from the last owner, it's possible that there are old invoices and or service records.

Look for details of specialists that worked on the vehicle, and then contact them – they may know a surprising amount about its pedigree.



Finally, for the more historically important or exotic vehicles, you can contact one of the UK's museums or archives, like Beaulieu, the British Motor Museum, or the National Motorcycle Museum. These contain an extraordinary amount of detail, but it could take a while to track down relevant information.

Information storage

It's a well known fact that the provenance of a classic car can add value and equity, making it distinct and highly desirable, and it's potential loss is a risk well worth avoiding. If you already know the history, or some of the history, of your classic vehicle then there is the question of how to safely store the information and documents you have managed to acquire for the future.



Whether its part of a comprehensive paper filing system, electronic or just a shoe box under the bed it is always worth considering making or keeping a duplicate set of your treasures and keeping it in a totally separate location just in case calamity strikes

be it fire, flood, theft or just plain forgetfulness !

But first things first, for those people that have access to a computer or tablet then one option worth considering is utilizing a Car Facts Disc or CFD. CFD allows you to quickly and easily upload details about your vehicle, documenting it's entire journey including restoration and modifications. There are even options to add video and images. This enables you to create a live chronicle of your vehicle's unique profile and easily share it should you so wish. Once

uploaded you can display your disc on your windscreen, just like an old tax disc, and any passer-by or event visitor can scan the code on a smartphone to find out more about your vehicle.

At the time of writing a downloadable PDF file or a Waterproof Disc & Downloadable PDF, both bearing the Jaguar Enthusiasts Club name and emblem are currently available at a cost of £17 and £20 respectively. Further information can be found on-line at <https://www.factsdisc.com>.

Declaring your Car to be of Historical Interest

Most vehicles that have had their 40th birthday will become exempt from MOT testing. Here is some advice on whether your classic will qualify, how to go about declaring it a Vehicle of Historical Interest and guidance on if your motor is "substantially changed".

Classic cars that were registered 40 years ago and earlier may no longer have to undergo the annual roadworthiness test if they are declared to the Driver and Vehicle Licensing Agency (DVLA) as a historical vehicle. This MOT exemption is on a rolling basis, for instance in 2018, cars registered in 1978 or earlier can apply for Vehicle of Historical Interest (VHI) status.

HOW TO MAKE A DECLARATION

To declare your car or motorcycle as a Vehicle of Historic Interest, MOT exempt and tax exempt, you need to apply at a Post Office with:

- the log book (V5C in your name)
- a valid MOT certificate or a completed V112 MOT exemption form
- your vehicle tax reminder letter if you have it

However, just because a vehicle is more than 40 years old doesn't mean it automatically becomes exempt. The responsibility to ensure that your vehicle meets the criteria lies with the owner, and so it's important that you make sure your vehicle is not exempt from the new rules.

In extreme cases this could include consulting an expert on your particular marquee, or a specialist in historic vehicles.

EXCEPTIONS

Knowing the exclusions that apply to the new rules is important. These exceptions are:

- If your vehicle has been substantially changed in the last 30 years, then it will still require its MOT. There is some guidance on this below.
- If you're not able to determine whether your vehicle has been substantially changed, you should not claim to be exempt from testing.
- Buses, public service vehicles, and commercially used vehicles with eight or more seats registered before 1960 are excluded and will require testing.
- Buses over 40 years old that are not public service vehicles have been exempt from MOT testing from May 2020, provided they meet the new definition of "vehicle of historical interest".
- A vehicle issued with a registration number with a 'Q' prefix that infers it has an unknown registration date.
- Kit cars assembled from components from different makes and models.
- A reconstructed classic vehicle as defined by the DVLA.
- Kit conversion cars that see new parts added to an existing vehicle or older car parts added onto the kit of a manufactured body, chassis or monocoque bodyshell.

VEHICLE EXCISE DUTY

Even if your classic car or bike meets the criteria for MOT exclusion and is declared as a VHI, you must still ensure that your vehicle is taxed when on a public road, whether it's parked or being driven.

You are required to declare that your vehicle is MOT exempt when you apply to the DVLA for your Vehicle Excise Duty (road tax) each year.

If your car or bike has a current MOT certificate but is likely to expire within the year, and will then fall under the new rules for exemption from future MOTs, at the time of relicensing you're required to declare that the vehicle is a VHI.

SUBSTANTIAL CHANGE GUIDANCE

If a VHI is deemed to have changed considerably from its original spec then it may still require a roadworthiness test, even if it meets the age criteria for exemption.

The definition of "substantially changed" is if the technical characteristics of the vehicle's main components have changed in the previous 30 years.

WHAT CHANGES CAN AFFECT EXEMPTION ?

The Engine.

- If the engine has been changed to one that is different from its original, this is considered a substantial change. One way of identifying this is if the number of cylinders in an engine is different from the original. However, if it is the same basic engine with alternative cubic capacities then these are not considered a substantial change.

Chassis or Monocoque Bodyshell

- This includes any sub-frames. However, replacements of the same pattern as the original are not considered a substantial change.

Axles and Running Gear

- If the type or method of suspension or steering is altered then this constitutes a substantial change.

Unless they have been kept in pristine condition, the age of many classic cars means they will usually have undergone some work to bring them to a roadworthy standard.

ACCEPTABLE MODIFICATIONS THAT DON'T AFFECT EXEMPTION

- Different parts being used to preserve a vehicle when original type parts are no

longer reasonably available.

- Changes to axles and running gear aimed at improving efficiency, safety or environmental performance.
- Type changes that took place during the model's production years, or within 10 years of the end of production.
- Changes made to commercial vehicles at a time they were being used commercially.

OTHER MOT EXEMPT VEHICLES

In addition to the Historical Vehicles Class, there are other exemptions from full or part MOT testing.

For instance, steam-powered vehicles are fully exempt and all spark ignition (petrol) vehicles over 3.5 tonnes are not required to undergo the metered check in the test.

If a heavy goods vehicle weighing more than 3.5 tonnes was first used before 1960 and used unladen, it will be exempt from testing, providing it has not been substantially changed.

However, some pre-1960 large goods vehicles will require goods vehicle tests. If they have never been tested, owners will need to apply for a first test using a VTG1 application form.

If you require more guidance, the Driver and Vehicle Standards Agency can provide advice over the phone and via email.





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Behind the Wheel Quiz

Name the film or TV series that the still is from and one actor/actress in the shot.



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8

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