

Essex Thameside News

Nº 216, April 2025



Contents

- 2. Chairman's message
- 3. Events Diary
- 7. Can an All-Electric Jag ever be a Grand Tourer?



Chairman's message

Steve Rider

chairman@jecessexthameside.co.uk

Hello Essex Thameside Members,

First of all, I would like to issue a big thank you to all of our committee members for offering to stand again for a further twelve-month period. An even bigger thank you must go to you, the membership, for having faith in us by voting once again to reappoint the existing committee at last month's Annual General Meeting.

The committee has already put together an extensive list of potential shows and events for 2025 as can be seen in our events diary on the next page. Correspondingly we have enclosed some full page advertisements for some of the shows to provide a little more information and perhaps persuade you to sign up for one or two of the events.

Our visit to the Transport Fest at the Museum of Power in Maldon on 20th April (Easter Sunday) is now rapidly approaching and I understand that some passes are still available. Please contact Lester Magness if you are interested.

This year's Drive-It Day is a week later, on 27th April, and has been organised by the Mayflower Rotary Club of Billericay. The drive, to a country house somewhere in Essex, will commence at Barleylands. Please contact Ian Croxson if you'd like to join in.

But that is not all. We will be adding to both the shows we support and also the events we advise

you of for information as the year progresses. In addition we are also booking speakers for our regular club nights. The first being a talk from representatives of the Essex Air Ambulance on 27th May and we hope to follow it up later with a visit to their base of operations in North Weald.

Our main article in this month's newsletter is a detailed report from our Keith Schofield on a Grand Tour to Italy in his electric Jaguar I-Pace. It certainly provides a lot of information for anyone considering 'going electric' and doing considerably more than short hop journeys.

As reported last month, Neil Shanley has reserved 40 places at Pontlands Park for our 2025 Christmas meal and, to date, 38 places have been reserved by members. We may still be able to reserve additional places so, if you are interested and haven't yet reserved a place or two, then please get in touch with Neil to discuss it.

On a less exciting but still necessary note, I would remind those members who haven't yet renewed that their **membership fees for the 2025/26 year are overdue. Please pay £15 this month** by direct bank transfer to the 'Jaguar Enthusiasts Club Essex Thameside', account 54186439 sort code 60-11-15, or by cash or cheque during next club night at the latest. Once again our Treasurer, Richard Gibby, has worked wonders and we have been able to offer a year's membership for the very reasonable cost of £15, the 14th year in succession that we have been able to maintain fees at this level.

Finally, Tuesday 29th April is the date of our next club night and, being so close to Easter, we plan to offer a variety of hot cross buns in recognition of this time of year. We hope that as many of you as possible will be able to join us then.

Steve

Committee Members

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

Events Diary

Club nights start at 7.00pm on the last Tuesday of every month (except Tuesday 23rd December 2025)

Shows, Events and Visits

For information and/or to book, please contact Lester Magness (lestermagness1@gmail.com or 07739 263330) except where otherwise indicated.

20 th April	TransportFest Vehicle Show at the Museum of Power, Langford CM9 6QA
27 th April	Drive-it Day outing with the Mayflower Rotary Club, starting from Barleylands (Contact Ian Croxson: ian@thecroxsons.com 07477 785005)
16 th –19 th May	Cotswolds Tour (Contact Vaughn High: vaughn.high@sky.com 07910 787411)
25 th May	Sandringham Pageant of Motoring, Norfolk (Contact Vaughn High: vaughn.high@sky.com 07910 787411)
Saturday 7 th June	Visit to The Historic Dockyard, Chatham ME4 4TZ
22 nd June	Hatfield Heath Festival, Hatfield Heath CM22 7EB (Contact Neil Shanley: neilshanley@btinternet.com 07973 874022)
6 th July	Classic Car Show at RHS Hyde Hall, CM9 5JQ
13 th July	Orsett Classic & Vintage Show, Orsett Showground RM16 3JU
22 nd July	Joint JEC Essex / RREC East Anglia midweek visit to Barnards Farm, Brentwood (Contact Richard Gibby: rwgibby@gmail.com 07866 268522)
26 th July	Display at Essex Police Sports & Social Family Weekend, Chelmsford CM2 6DT
TBC in August	Visit to Biggin Hill Spitfire Factory (restoring aircraft)
24 th August	Lavenham Classics, Suffolk CO10 9QT
7 th September	Classics at Glemham, Woodbridge, Suffolk IP13 0BT
14 th September	The Big Barleylands Classic Motor Show, Billericay CM11 2UD
6 th December	Annual Christmas Bash, at Pontlands Park Hotel (Contact Neil Shanley: neilshanley@btinternet.com 07973 874022)

Others - for information only

18 th –19 th May	Beaulieu Spring Autojumble
18 th May	Rickinghall Classic Car Show & Craft Fair, Suffolk
23 rd June	Simply Jaguar at Beaulieu
6 th –7 th September	Beaulieu International Autojumble
12 th –14 th September	Goodwood Revival, West Sussex
14 th September	Maldon Classic Car Show, Promenade Park, Maldon CM9 5JG
8 th –10 th November	Lancaster Classic Motor Show at the NEC, Birmingham

RICKINGHALL

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Sunday 18th May 2025 10am - 4pm

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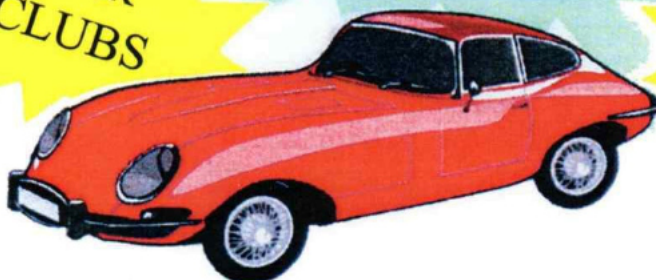
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2025**

**ROYAL VEHICLES
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PRIVATE ENTRIES
CLUB STANDS
LIVE MUSIC
EXTREME BIKE SHOW
FAMILY FUN
FOOD & DRINK**





WWW.SANDRINGHAMMOTORINGPAGEANT.CO.UK

Trying a new venue this year, we have reserved space for ten cars at this year's Pageant of Motoring in the Royal Sandringham Estate near Kings Lynn. Cost is £10 per car including driver plus 1 passenger, and £10 per additional passenger. There will be a reduced charge for visiting the House on the day if you wish to do so.

The Pageant is a major event with over 1,000 classic cars, a Battle of Britain flight display, live music, a vintage market and a Sunday market with over 50 local traders selling craftware, foods and other goodies.

Drive there on the day (c. 98 miles from Chelmsford) or stay overnight at the Premier Inn, Clenchwarton Road, West Lynn PE34 3LW.

For further information and to book your place at the Pageant, **contact Vaughn High on 07910 787411 or vaughn.high@sky.com**



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Rétromobile 2025

Can an All-Electric Jag ever be a Grand Tourer?

[Keith Schofield, based upon his article that was first published in the Jan/Feb 2025 JEC magazine]

Jaguar is on a mission to reinvent itself as an all-electric brand, but what use would these luxury vehicles be without the realistic possibility of using them for a grand tour? The I-Pace is something of an oddity in the Jaguar clan; it looks like a Jaguar, handles like a Jaguar, yet it isn't built by them. After six years its unmodified battery and drivetrain are falling behind its premium EV competitors, signalling an end of production at the end of 2024—something of a transitional vehicle then. But does it at least point the way to a good future? The received wisdom is that electric vehicles are basically local shopping cars, but can a Jaguar I-Pace ever aspire to be a good drive in the grand tourer tradition? A rapid one-week jaunt in early October 2024 from home in Essex to our favourite spot in North Italy seemed to be the opportunity to settle the matter once and for all and, if successful, open up the possibility of other EV 'grand tours' in the future.

The plan was simple. My wife and I had a window from Wednesday to Tuesday where we were free of commitments. So, we would share the driving and head down to Italy overnight, explore our favourite mountain roads over four days, and head back to the

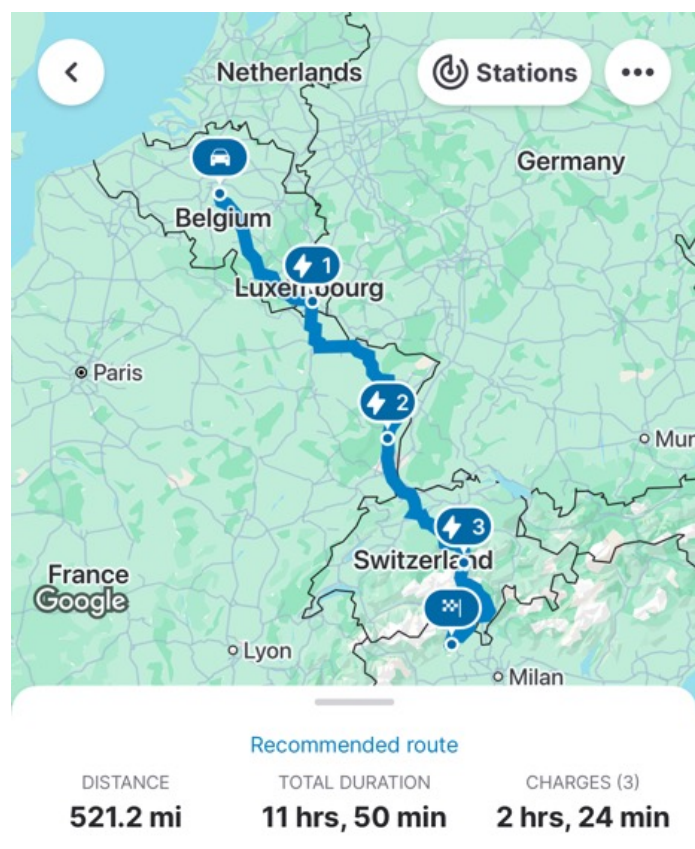
UK over two days with a hotel stop along the way to make the return journey a little less frenetic than the outward leg. It's a route we've travelled many times before via petrol and diesel vehicles—but how would the five-year-old I-Pace stack up against its very capable alternatives? I promised to give our JEC SUV co-ordinator here an unvarnished review, and this article is the result.



Preparation

We have the Jaguar full warranty package that includes continental assistance, so there was no need to call our insurer about that. We bought a Critair 'zero' sticker in case we were randomly directed away from the fast roads and into a French city, and bought the Swiss motorway pass online. To free up space in the boot, we took a risk and decided not to pack the space-saver spare wheel that we'd

bought with the new car back in 2019. Cheap home electricity is how most of our charging in the UK is done, though we also have a BP Pulse subscription that helps to limit the cost of public chargers. The question was, how would we sort out charging across multiple networks and jurisdictions? Although alternatives are available, we homed in on Chargemap which has one-card access to half a million chargers from many companies across continental Europe. To us, the small premium on charging costs was well worth the convenience. The app that comes with the Chargemap card makes journey planning a cinch, so we selected our favourite route from Essex via Le Shuttle, through Belgium, Luxembourg, Eastern France, across Switzerland and into North Italy via the Gotthard Pass.



We prioritised the fastest (and therefore most expensive) chargers that received a four and above star rating, were guaranteed to be open 24/7, and punched into the app all our options, which included the anticipated efficiency of the car (I cautiously estimated this at 2.56 miles/kWh – the actual figure achieved appears later), the maximum speed we'd drive, and another option related to optimising the route. Out popped the route with Charging point stops – all designed to minimise the time spent charging.

The Grand Tour Part 1: To Italy in a day

To minimise the cost of continental charging we topped up the battery in Kent using a BP Pulse ultra-rapid charger before heading through to Le Shuttle; this would take us to our first continental charging point, 154 driving miles onwards, at Wavre, south of Brussels. From there, the overnight drive would truly begin so, although the charge took an hour, we stopped there for two.



The Chargemap app had offered the option of transferring the route into Google Maps but, throughout, we preferred to use the Jaguar's SatNav and just punched in the addresses of the chargers as we went from one to the next. The only problem we found doing that was that the internal SatNav didn't pick up the traffic information—probably a SIM issue—so, as we went along, we verified the best route using Apple Maps or Google Maps.

For the overnight leg, rest/charging stops in Luxembourg, France and two in Switzerland took us to our destination at Lago d'Orta (just southwest of Lago Maggiore) by early afternoon the next day.



At this point I should mention that, although our intention had been to share the driving, my wife had omitted to pack her driving licence, a requirement overseas, so I'd driven the whole 758 miles (excluding rest stops) in 15.5 driving hours! This is the longest I've driven in a day, whether petrol, diesel or electric. The Channel crossing, coffee and naps accounted for an additional seven hours, with charging never exceeding rest duration. It rather busted the myth that long journeys aren't workable in an EV.

As a precaution, we'd taken the decision to exceed Chargemap's recommended minimum charge periods, charging for longer than the minimum period, so we ended at our destination with more than 160 miles of range. Range anxiety was never an issue. Neither was charge anxiety. The app lets you verify that chargers are free and we never had to queue for a charger either during the night drive or during the daytime drive home.

The Grand Tour Part 2: Hills and Passes

Although the hills and passes phase really had started in south Belgium, the Lorraine plateau and the Vosges, we only breached 1000m altitude on the way to entering of the Gotthard tunnel, so I guess that's where the real Alps began for us. Around Lake Orta (290m) our local drives on twisty roads took us to Madonna Del Sasso (700m) and the Mottarone (1500m).



It was on these drives that the I-Pace's command of the roads of the hills and mountains was for the first time truly revealed. Since buying the car new in 2019,

I've always set up single pedal driving, and unlike some other EVs, it's possible to moderate the level of regeneration simply by lifting off the accelerator slightly. This makes it a real driver's car because the amount of 'engine braking' can be controlled completely by the driver. At no point in navigating the twisty roads was it necessary to press the brake! An EV that is truly fun to drive in the mountains? Quelle surprise! With seemingly endless and effortless reserves of torque available from very low speeds, dramatic uphill acceleration, one-pedal braking even when slowing quickly for corners or oncoming traffic, and flat cornering, this was a better drive than any of the other cars I've driven over the same routes. For fun, the only one that comes close was our 4x4 Fiat Panda in years gone by—not because of its speed, but because of its narrow width and agility on the tight Italian mountain roads.

This neatly segues to our preparation for the journey home. On the way south, the Gotthard Tunnel hadn't been a 'real' pass. We couldn't cross the Alps without ascending a proper mountain pass, so on the way home we decided to head north via Domodossola up to the 2005m high Simplon Pass, another favourite that I've experienced and whose changes I've seen since travelling over it in the late 1960s. From there, we would head home via the Swiss Valais wine-growing area, past Lake Geneva and largely following the same route home after reaching Basel, the northern gateway to Switzerland. Now we'd got used to finding good quality ultra-rapid charging points, we just used the Chargemap app to select stops on our favourite route, which we planned ourselves.

Grand Tour Part 3: The Journey Home

We'd decided to make an overnight stop at Thionville, south of Luxembourg, so day 6 of our break would involve a drive of 557 miles over the Simplon, along the Valais and north through Switzerland past Strasbourg and Metz to Thionville in France.

The Simplon couldn't have been a more delightful drive, echoing the fun we'd had in the hills and Alps of Italy. As we headed north towards lake Geneva, a work call interrupted our journey for two hours and it was getting dark by the time we left Basel. Little did we know what was coming. Mile after mile we went through a seemingly tropical downpour of biblical proportions, reducing our speed to the maximum 110km/h permitted on French autoroutes in rain, and eventually lower still when heading through puddles. Suffice it to say, the leg from Basel to Thionville wasn't entirely stress-free. We arrived in the late evening but decided to stop and charge the car



before heading to the hotel—the only time we'd made a special charging stop that wasn't also a rest stop. A bit of UK TV helped pass the time and we arrived with the car almost fully charged to prepare us for the final leg of the journey home through Luxembourg, northern France, Kent and Essex on day 7, allowing us to have a slap-up breakfast the next morning to help us forget the previous day's three hour deluge.

We lunched at our final continental charging point near Mons, missing the Brussels traffic madness. We arrived at Le Shuttle Calais and were placed two trains ahead of our intended departure time.

The only charging point trouble was in Ashford, Kent, where we were topping up to finish the journey home. Failed BP Pulse chargers (not recorded as such on their app) meant that we had to go two miles out of our way to an Instavolt charger. We would have preferred to have got on our way more quickly.

Over the total seven days, we had only 'wasted' 70 minutes of time charging abroad when we would have preferred to be resting or driving. Not ideal, but not terrible.

But the Data – What about the Data?

Ah yes, I almost forgot. This is a JEC article, so here are some statistics for those who are interested:

- Total miles driven: 1651
- Total amount spent on Charging: £382
- Cost per mile: 23p
- No. of charges on journeys to/from Italy: 12
- Ave. range (incl. mountain roads): 235 miles
- Equivalent to: 2.77 miles/kWh

- Worst mountain road efficiency: 0.9 miles/kWh (going up)
- Best mountain road efficiency (going down): Infinity (range was added – this confused Jaguar's app and the range 'Guess-O-Meter')
- 'Free' range added through regenerative braking: 160 miles

OK but what if you'd taken a petrol vehicle? What's the comparison?

We've done this journey (including the mountain legs) before by petrol. Here's an average 'real world' estimate using today's prices:

- Total Miles Driven: 1651
- Miles per Gallon: 36
- Total spent on Petrol: £320
- Cost per mile 19p
- Net time penalty by using electric charging, over and above petrol fill-ups and time that would have been stopped anyway: 70 minutes total over the whole week.
- Net Cost penalty by using Ultra-Rapid Electric Charging compared with petrol: £62

And so, to Sum Up

Yes, the Jaguar I-Pace can be a grand tourer if you want to drive electric. Top quality and ultra-rapid charging is still more expensive than petrol, but we prioritised charging speed (which maxed out at 98kW on more than one occasion) rather than lower cost, slower charges on our I-Pace, which we bought new in March 2019. For us, this is a 'keeper.'

The eye-watering I-Pace depreciation means that if you're driving your favourite Internal Combustion Engine Jag and want to dip a toe in the world of electric, you could now put a second-hand I-Pace in your garage for under £20 grand, but be careful—when you pick up your favourite car keys of a morning to do your shopping (or an Alpine grand tour), you might just find yourself driving electric!

October 2024
Keith Schofield
(JEC Member)

Tel: 01708 228150 or E-mail: info@essexjaguarspares.co.uk

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Visit to Barnards Farm on Tuesday 22nd July 2025

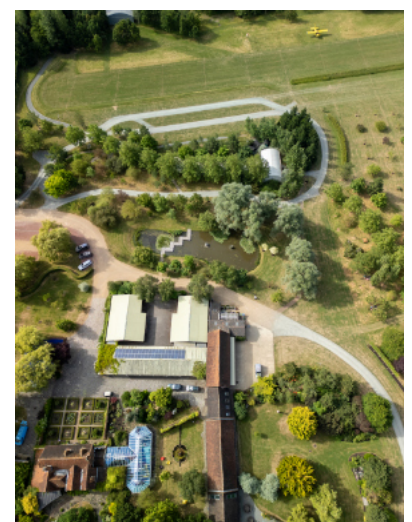
The private home of Bernard & Sylvia Holmes, Barnards Farm in West Horndon covers 22 hectares of gardens with a significant collection of sculptures by famous artists and, in the garages, a magnificent collection of veteran cars in full working order, several of which participate in the London to Brighton Run each November. Our very own Roger Petheram has worked on some of them.

We last visited six years ago on a busy open day. In contrast, this is a private, midweek visit arranged by Richard Gibby for members of the Jaguar Enthusiasts and Rolls Royce & Bentley Enthusiasts Clubs. Unfortunately, the miniature railway around the gardens will not be steamed up and working, but we will be able to tour both the gardens with their sculptures and all the cars in the garages.

Our last visit was a great success and why not come this time and meet some fellow car enthusiasts from East Anglia?

Entry cost is £10 per person, payable in advance. Please bring your own picnic and note that dogs are not permitted anywhere on site because of local hares and other wildlife.

To book your place on this exclusive visit, **contact Richard Gibby** on **07866 268522** or **regibby@gmail.com**





I KNOW, I KNOW... WE'VE BARELY RECOVERED FROM THE CHRISTMAS BUZZ, BUT HERE'S A GIFT FOR YOU!!

Christmas Party 2025

Book now!

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or neilshanley@btinternet.com

£25 per person deposit

*We can't wait to see you,
again!*

Christmas 2025 at Pontlands Park Hotel

Those who attended our 2024 Christmas Dinner and Disco at Pontlands Park all requested a repeat in 2025. So, you will be pleased to hear we are doing exactly that.

The venue has offered us places at 2024 prices and so the Club has pre-booked four tables of ten place settings each. Here are the details:

DATE: Saturday 6th December

VENUE: Pontlands Park Hotel, West Hanningfield Road, Great Baddow, Chelmsford, Essex CM2 8HR

TEL: 01245 476444

TIME: 19.00 hrs (TBC)

COST: £69.50 per person

Dress: Smart to Party (Black Tie can be worn)

Menu: TBC

Should you wish to stay the night, the hotel has 35 rooms with prices ranging from £171 to £243 per room per night.



Already, we have over 30 members and their partners who have expressed their interest so, if you would like to be added to the list, please email neilshanley@btinternet.com with your name and how many places you require. The Club has reserved 40 places, so please pay your deposit to the Club at your earliest convenience to guarantee your place(s). The monies can be paid direct to the Club via bank transfer (details below), or at club night by cash or cheque payable to Jaguar Enthusiasts Club Essex Thameside.

CLUB BANK DETAILS;

NAME: Jaguar Enthusiasts Club, Essex Thameside

SORT CODE: 60-11-15

ACCOUNT: 54186439

Please specify Xmas Bash 2025

We hope to see you there!

Neil Shanley



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