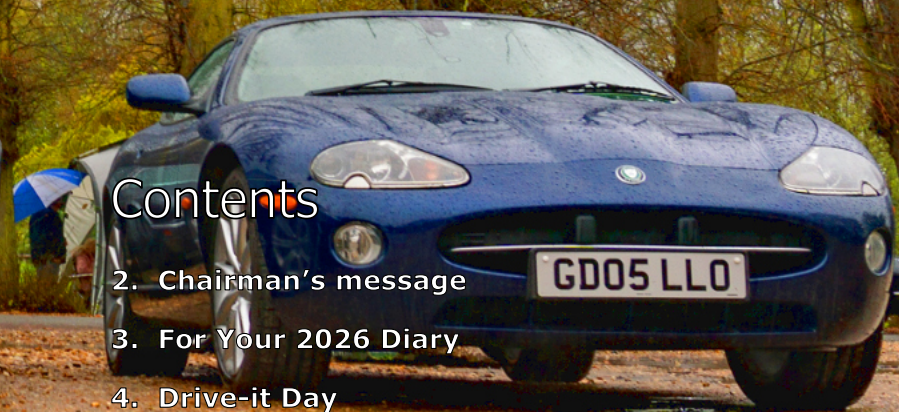


Essex Thameside News

N° 227, March 2026



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From the Editor

Hello Essex Thameside members

February has flown by – it is of course the shortest month – and the start of our main season is already upon us.

A good number of members came to club night at the end of January to hear Ken McConomy, Global Head of PR for JLR, talking about Jaguar and to meet Peter Leake, Chairman of the J.E.C. It was an excellent evening and, for anyone not able to be there, Neil Shanley has written a comprehensive summary of what Ken had to say, which you can read on page 6.

On St Valentine’s Day morning, a good number of members came to The Angel for a breakfast meeting. Despite continuous rain throughout January and February, we were fortunate to enjoy a bright and sunny morning, with a good breakfast; no doubt we shall be going again in future.

Also, on the Sunday just two days ago, Lester Magness kindly organised another Sunday Lunch at the Six Bells in Boreham – rapidly becoming a popular venue for such occasions.

Looking ahead to March, we will have our A.G.M. at our next club night on Tuesday 31st March, and I am pleased to say that all of your committee members are willing to stand again for re-election. However, we are always looking for fresh ideas and more help so, if anyone else would like to put themselves forwards to join the committee, they would certainly be

welcomed. Please just contact any one of us if you want to know more and let the Secretary Ian Croxson know if you wish to throw your name into the hat!

I should also remind everyone that membership subscriptions for 2026/27 are now due; if you are not subscribed to our direct debit scheme and you have not already paid separately, please contact our Membership Secretary Bev Warren and pay £15.00, preferably by bank transfer to the Jaguar Enthusiasts Club Essex Thameside at sort code 60-11-15 account number 54186439.

Looking further ahead to April, the car show season opens on Easter Sunday, 5th April, with the ever popular Transport Fest at the Museum of Power in Langford, near Maldon. Please contact Lester Magness if you want to go to enjoy the display of buses, coaches, motorcycles, horse carts and, of course, a wide variety of classic cars. There will also be food vendors and stalls selling wares and transport-related exhibits plus, of course, the museum itself.

This will be followed, a fortnight later, by Drive It Day on Sunday 19th April. As last year, we are participating in a tour organised by the Mayflower Rotary Club of Billericay, this time starting from Hunts Farm near Brentwood. Please contact Ian Croxson if you would like to join in.

As I write this, the sun is shining for the rest of this week and warmer weather appears to be on the way - a perfect time to dust off our cars and give them a spring outing!

Happy motoring...

Richard Gibby
Treasurer, Webmaster and Editor

Committee Members

	<p>Steve Rider Chairman srider@live.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 beverlyrwarren@gmail.com</p>		<p>Neil Shanley Committee member and Chief Correspondent neilshanley360@gmail.com</p>		<p>Vaughn High Committee Member vaughn.high@sky.com</p>

For Your 2026 Diary

Sunday 1 st March	Sunday Lunch at the Six Bells, Boreham CM3 3JE [<i>Contact Lester Magness</i>]
Tuesday 31 st March	AGM & Club Night
Saturday 5 th April	5 th Transport Fest at the Museum of Power, Langford, Maldon CM9 6QA [<i>Contact: Lester Magness</i>]
Sunday 19 th April	Drive-it Day with Mayflower Rotary Club, starting from Hunts Farm, Brentwood CM13 1UR [<i>Contact: Ian Croxson</i>]
Tuesday 21 st April	Club Night (<i>N.B. = 1 week earlier than usual</i>)
27 th April - 1 st May	Grand East Anglia Tour [<i>Contact: Vaughn High</i>]
Sunday 17 th May	Rickingham Classic Car Show, IP22 1HD [<i>Contact Ian Croxson / Neil Shanley</i>]
Tuesday 26 th May	Club Night
Saturday 6 th June [TBC]	[TBC] Summer Barbecue at the Essex Police Sports & Social Club
Sunday 28 th June	Hatfield Heath Festival, Hatfield Heath CM22 7EB [<i>Contact Neil Shanley</i>]
Tuesday 30 th June	Club Night
Sunday 12 th July	Orsett Classic & Vintage Show, Orsett Showground, Rectory Road RM16 3JU [<i>Contact Lester Magness</i>]. Also: Coffee & Cars with the JEC, Bridge Classic Cars, Pettistree IP13 0HH [<i>Contact Vaughn High</i>]
Saturday 12 th July	Essex Police Family Day, Sports & Social Club, Chelmsford CM2 6DT
Tuesday 28 th July	Club Night
Sunday 9 th August	Cambridgeshire Signature & Performance Motor Show, Duxford CB22 4QR [<i>Contact Ian Croxson</i>]
Sunday 16 th August	Lodge Coaches Car Show & Autojumble, High Easter CM1 4QR [<i>Contact Lester Magness</i>]. Also: J.E.C. 'Simply Jaguar' at the National Motor Museum, Beaulieu
Etc.	

Contact Details:

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Steve Rider	07969 572010	s rider@live.co.uk
Vaughn High	07910 787411	vaughn.high@sky.com

Drive-it Day

JEC Essex Thameside Region, the Rotary Club of Billericay Mayflower and the Rotary Club of Billericay Town are collaborating to support the annual Federation of British Historic Vehicle Club's Drive-it-Day. Applications have just opened and we invite you to participate in the upcoming Drive-it-Day on Sunday 19th April 2026.

The event will begin at Hunts Farm, Old Church Lane, Brentwood CM13 1UR. Refreshments will be available to buy before setting out on a 40+ mile drive through the Essex countryside to a destination

venue north east of Chelmsford.

All proceeds from this year's event will be shared between Parkinson's UK, Motor Neurone Disease and other Rotary-supported charities.

Entries will be limited to 150 vehicles in total. Applications as per the attached Registration Form with your payment of £20.00 per vehicle must be made directly to the e mail address as follows ClassicCarRotaryMayflower@gmail.com

Additionally, please confirm your attendance to me directly at ian@thecroxsons.com or via mobile phone to 07477 785005.



a charity fund-raising National Drive-it-Day event on Sunday 19th April 2026

Starting from Hunts Farm, Old Church Ln, Brentwood CM13 1UR. Refreshments will be available to buy before setting out on a 40+ mile journey through the Essex countryside. The destination is a venue north east of Chelmsford.

Rules of the Event: -

1. The event is open to Vintage/Classic vehicles registered before 1984 & Thoroughbred cars. No Modern substitute allowed if entered car fails to proceed or due to inclement weather! Entry is at the discretion of the organisers.
2. The entrant must be the legal owner of the vehicle or be authorised by the owner to be using the vehicle.
3. Entries should only be on this form: please use a separate form for each vehicle. Photocopies of this form are acceptable. No change of vehicle can be made without prior notification and acceptance of the organisers.
4. All vehicles must be licensed and have a valid MOT certificate where required at the time of the event.
5. The use of the vehicle entered must be covered by appropriate insurance as required by law and entry warrants by signing this form that any person in charge of the vehicle on the event is so covered.
6. Entry may be refused if satisfactory evidence of valid insurance cannot be produced upon request.
7. Car Clubs Welcome.

DATA PROTECTION ACT: We will advise you of next year's event. (Please let us know if this is not acceptable to you).

From time to time we receive flyers from other car organisations, please advise us if you'd rather not be kept in touch.

Registration Form PLEASE USE BLOCK CAPITALS TO FILL IN THE FORM

Name Phone contact

Address

Post Code

Vehicle Make and Model Year REG No.....

Email
(Please use uppercase so that it can be easily read)

Closing date for entries is **Thursday 2nd April 2026**
I have read and accept the rules of this event. Signature of entrant

Send this Registration form via email to: ClassicCarRotaryMayflower@gmail.com

ENTRY FEE PAYMENT OF £20.00 can be made by bank transfer to:-

Rotary Club of Billericay Mayflower Charitable Trust CIO

Bank: Co op Sort Code: 08-92-99 Account No: 67249383 Payment Ref: DID25

*Postal alternative: Send an A5 postage paid SAE to: Rotary Classic Car, 76 Porchester Road, Billericay CM12 0UQ
cheque payable to "Rotary Club of Billericay Mayflower Charitable Trust CIO" sent to address above.*

Charities benefitting from this year's event are:-



Charity No. 1186535



Breakfast at The Angel

Saturday 14th February, St Valentine's Day morning, saw twenty three members of our club arrive at The Angel pub in Broomfield, Chelmsford. It was our first breakfast meeting of the year and neither it nor the weather disappointed. The bright and sunny crisp morning was ideal for our cars and put everyone in a good mood after many dreary days of morning to evening rain. It also helped the turnout with zero "no shows" and two more than we expected.

The pub, which is part of the Vintage Inns Group, had been sympathetically updated without losing its original character. It even included a log fire – very welcome on a February morning.

The Brunch Menu being served had a Full English as its headline course (£12.95) with other choices of Buttermilk Pancakes, Eggs Benedict, Greek Yoghurt & Fruit and Vegetarian options, right down to Toast & Jam. The food was typical pub fayre but cooked and prepared well, and served by smart, friendly staff.

So, full marks all round. Might see you there next time.

Neil Shanley

Photos by Liz Croxson and Keith Schofield.





Club night with Ken McConomy and Peter Leake

The 2026 season of club nights saw a memorable start with January's presentation by the Global Head of PR for Jaguar Landover, Ken McConomy, accompanied by our JEC Chairman, Peter Leake. Instigated by our Club Secretary, Ian Croxson, and joined by members from the local Porsche Club and Jaguar Driver's Club, Area 33 we achieved a 64-strong audience.

Having worked for Jaguar for over 30 years, Ken talked about his enthusiasm for the marque and its key part within the JLR group emphasising "there would be no JLR without Jaguar". Whilst this may be true, each part of the business must make a profit, not least Jaguar. Ken repeated the old adage often quoted to newcomers to the car industry: "We are in this business to make money and the way we do it is by manufacturing cars".

JLR has four vertical cost centres: Range Rover, Defender, Discovery and Jaguar. Its strategy is not to make cars for every sector, but for each brand to target the areas where it can make money. This is more relevant today than in previous times since, as Ken put it, "it's tough out there!" Difficult conditions such as the global pandemic creating chip shortages, countries at war, the current economic climate, the changing to battery power from ICEs, the emerging competition from the Chinese car industry and President Trump's tariffs all combine to make selling cars a challenge and that's before you consider the damage done to JLR's production by the massive cyber-attack inflicted on the company last year.

However, JLR are not alone; most car manufacturers are suffering and, for the benefit of our Porsche-owning guests, Ken noted that even their gold-plated company is not immune after seeing their operating



profit plunge by a little over 90% to just €40 million in the first nine months of last year, down from €400 million during the same period in 2024.

Despite their largely positive reception, Jaguar models have not in recent times generated sufficient income and profit. Whilst selling well for a Jaguar (at over 330,000), the X-type still could not compete with the BMW 3 series on numbers. The S-type, XJ, XF, XE, I-Pace, E-Pace and F-Pace were all good cars but have not sold in sufficient quantities to justify their continued manufacture, even though the F-Pace has helped Jaguar through a difficult time by selling over 300,000 worldwide in the last ten years. Basically, Jaguar was and is too small to be a profitable volume manufacturer in this premium market.

What could be done? The answer that JLR has come up with is to specialise in a higher-value product, selling in smaller numbers to a higher-end customer base, allowing JLR to charge more and make higher profits per unit. This strategy has been seen to work on JLR's other products and is a process familiar to the company. As an example, Ken talked about the success of the all-new Defender. When it was launched in 2020, people said that it did not follow the original's brief and was more to do with luxury, comfort and being a "Chelsea Tractor" than a utilitarian workhorse; the price increase was far too large, at £57k-£114k, or £63k-£158k for the longer wheelbase version, compared with £30k-£50k for the old Defender last produced in 2015-16. But times and tastes change and, despite this increase, sales in 2024 were around 115,000 globally compared to the old Defender's average of 20,000 units. This is the pattern that JLR hopes to emulate with the new Jaguar. A "white band", or gap in the market, at a

target price range of between £150 – £250K has been identified, where the company perceives there is room that can be filled with cars that have been carefully designed to be desirable. Can JLR succeed? Only time will tell, but Head of Design Gerry McGovern has shaped their best-selling products for over 20 years and has an exemplary track record.

Why just concentrate on electric propulsion only and not mix it with ICE and hybrid options? The answer, put simply by Ken, is that electrification is here to stay and eventually it will take over from fossil fuel-powered vehicles for the majority of car users. Younger people are embracing the technology in increasing numbers, so why waste billions on old technology which has a limited shelf life?

There has been media frenzy surrounding the launch of "00" concept and the "woke" TV advertisement followed by the unveiling of the two cars did not appear to do the company any favours. 'Not so', said Ken. The advertising company, which has not been fired as was erroneously reported, did precisely what they were asked to do by JLR.

The two concept cars were just that, but they did demonstrate proportions that would be used for the final road models which, interestingly, were designed before the two concepts. "It isn't a real Jaguar" many critics and those in the media stated. Again, this is a view not supported by fact. What is a real Jaguar? Is it the 1935 SS Jaguar 2.5 litre saloon using a modified Standard Motors 6-cylinder engine, or the 1500cc saloon using an existing Standard 4-cylinder engine? In more recent times you could purchase an XK 120 sports car, a compact saloon like the Mark I

and II, a large salon from the MK VII to IX range, an X-Type, any from the SUV range and also from the XJ series not forgetting the XJS and newer XK series. All were very different so defining a “real Jaguar” is harder than it looks.

The choice of Miami for the launch, in lieu of traditional venues such as London, New York, Paris or Geneva, was made because that is where the younger generation of influencers, high net worth individuals and those involved in the pop culture gravitate. It is a good place to attract a newer, younger audience. The choice of pink as a colour was very typical of Miami and is often seen there. It was the Miami Art Week and the idea was to have “fearless creativity”. JLR fully expected it to be a polarizing rebrand and there was no desire for it to be loved by everybody. It was to be a new direction similar to those which David Bowie and Vivienne Westwood were known for. It was to be “a copy of nothing” and capture the essence of Jaguar. The idea was to put the name Jaguar back on everyone’s lips – and it worked.

Ken went on to say that the car is unashamedly a Grand Tourer rather than a sports car because research has shown that the market for traditional sports cars is continually shrinking whilst the GT class becomes stronger. Its proportions are clearly GT with a low stance, long bonnet and short tail. Whilst the car will be equipped with all modern technology, it will be sold on its design looks and overall performance engendering a unique “Jaguar experience”. With this in mind, Ken drew a comparison with a previous controversial Jaguar launch which was greeted with similar negative views – that of the 1975 Jaguar XJ-S which was heavily criticised at the time. This was a luxury Grand Tourer which totally diverged from the E-Type’s styling and was aimed at a different customer experience of luxury, comfort, high speed performance and trans-continental cruising ability. Its proportions are very similar to the 00 Concept if viewed from the side elevation. With sales of over 115,000 during its 21-year life cycle, the XJ-S certainly proved its detractors were a little hasty in reaching their judgement.

There have been stories suggesting that dealers were being disenfranchised without a care from JLR. This again was not the case – all 100 or so dealerships were, in fact, given a choice. They could continue to sell Jaguars, they could leave, or they could move over to sell only Landrover products. About 12-15 chose to stay with Jaguar, while most of the rest decided to focus on Landrover. However,

Ken stressed that this was only for new car sales and all JLR dealers will service Jaguar cars and continue to support older Jaguars with parts, servicing and repairs. He reiterated that Jaguar was here to stay. To put this in context, parent company Tata have agreed to fund the transition to the new range of electric cars, and the name “Jaguar” is not for sale at any price. Their new CEO, P B Balaji, stated “There is no JLR without Jaguar”.

The new car is currently being tested globally under all imaginable conditions with around 150 prototypes to ensure extensive development of the car and that it is therefore the best that it can be before sales commence later in the year. Above all, it must retain the Jaguar driving experience. It is reported to have three electric motors capable of 1000 bhp with a “real world” range of 480 miles. There will be three models from the same platform with a further model launch following the completion of the initial launch. The car will be manufactured in Solihull and the all-important batteries will be home grown in the UK from a factory to be built by JLR. The new car will be 5.3 meters long, weighing 2.7 tonnes, and will have around 200 battery cells. The car is 100% mechanically complete and approximately 70% software complete. With the rise in Chinese EV’s, which are very good according to Ken, the focus is on quality and particularly quality control in the software department. There are currently about 20 Chinese makes either on sale in the UK or coming to these shores soon. A sobering thought, but one which should be foremost in mind when developing a new vehicle.

It is clear that everyone involved is enthusiastic and committed to the new Jaguar and to making it the best and most competitive in its class, something that Jaguar has achieved in the past. Chief Creative Officer Gerry McGovern summed up the new car by saying, “Some may love it, some may love it later, some may never love it – and that’s Okay!” Let us hope that this gamble, albeit carefully researched, pays off handsomely since it is unlikely that this cat has any more lives to spare.

With thanks to Julie High, Sue Sharpe, Marise White, Wanda Collins and Committee Members; Ian Croxson, Richard Gibby, Vaughn High, Lester Magness and Neil Shanley.

Neil Shanley





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Little and Large; which is best?

Photos can be deceptive. Here we have a 4.75m long, 2.14m wide Jaguar I-Pace sat in the garage while, outside, we have a Dacia Spring which is a metre shorter and 30cm narrower.

On a rainy day, I got to thinking: with two electric vehicles at home (one little, one large) which is best? No doubt there will always be some who say an electric vehicle isn't for them and that's OK, but read on. Mindful of the famous 1970s comedians, we clearly know which is little and which is large but how do they each measure up in real life and what are the benefits and compromises of each?

Touring

The Jaguar wins hands down. Although the Dacia can tour at the speed limit for an hour, the Jag tours easily at motorway speeds with a couple of hours or more between charging stops. The Jag's real-world range is double that of the Dacia, which is unapologetically a city car with a lower real-world range of something over 100 winter miles before needing to charge, to match its city car roots.

On our recent JEC Essex & Thameside trip to La Rochelle, the 400-mile journey home in the Jaguar was dispatched in a day, with three charging stops typically synchronised to food and refreshment breaks.

Comfort

Oddly, the little Dacia beats the Jag in this metric. It

has a much softer ride and can dispatch city centre potholes with ease—who'd have thought?

As for the all the other comfort metrics, unsurprisingly the large Jag wins hands down, as you'd expect in a pricier car.

Handling

The Jag is in its element, with fluid handling. It sticks to the road like glue, corners like it's on rails and stops more effectively despite it's heavier weight.

Both cars have effective brake regeneration systems, which means that, in normal driving, the friction brakes rarely need to be used. In sharp corners, the Dacia leans prodigiously and, if driven over-enthusiastically (but why would you do that?), the narrow tyres can let go in the wet, so some care is needed.

City Driving

The Jag has explosive acceleration should anyone wish to engage in the 'traffic light grand prix'.

However, in the city the Dacia wins hands down because, in that environment, it has all you need and nothing that you don't. It's nippy, it keeps well ahead of town traffic below 40 miles an hour, it's easy to fit into parking spaces even when both 'neighbours' are parked on the lines, and its 9.6m turning circle seals the deal. It has a substantial boot (and frunk) for shopping and charging cables respectively and is utterly suited to the city.

As we've unfortunately experienced, the Jag is wide and prone to being scraped by over-enthusiastic parkers – a potentially costly problem. The Jag has plenty of space for people and luggage but, ultimately, the Dacia wins on usability.

Cost

The whole purchase price of the Dacia when new was probably less than the first year's depreciation on the Jag. Secondhand, both cars can now be bought for a fraction of their purchase price. According to Auto Express, the I-Pace is the best buy for a secondhand car.

Quality

Need I ask? Every time, the Jaguar exudes a sense of occasion. The Dacia is meant to be a workhorse in the same vein as a Citroen 2CV would have been two generations ago.

Safety

The current model Dacia Spring hasn't been tested by Euro NCAP but its predecessor only got one star, whereas the Jaguar I-Pace got five and seals the deal. However the latest Dacia has all the most recent safety features required by law, and so is probably better protected than its secondhand city car equivalents.

Running Costs

The Dacia, which has the unusual attribute for any car these days of weighing less than a tonne, is efficient because it is light. Between four and five miles per kilowatt-hour is achievable, winter and summer. Charging with cheap rate electricity overnight means that it's only costing 2 pence per mile. The Jag is more than twice as heavy but has a heat pump to make its electric heater more efficient. So, when charged at home, the I-Pace is costing around 3 pence per mile. The Dacia came with a £99

three-year service plan and a warranty that lasts six years if you keep servicing the car at a dealer, whereas the Jag's service plan and extended warranty are at much greater cost, although the Jaguar only needs servicing every two years. Also, the Dacia includes the cost of regular map updates whereas the Jaguar makes you pay. The little Dacia wins hands down.

Practicality

The Jaguar is much bigger, and wins. What did you expect?

Little and Large, why both?

If you're like us, you'll rack up many local and town miles as well as plenty on the open road; a little electric car is absolutely suited to this environment if you have a driveway for home charging. The longest journey we'll take the Dacia without topping it up is a 100-mile round trip from home to our son in Cambridge. Beyond that, it's the Jaguar all the way.

Although the Dacia has 'fast' charging, we've never used it and, once or twice a week we simply charge it overnight from a standard three pin socket in the garage. We use a 7kW home charger for the Jag, so they can both be charging at the same time. But, for out-of-town sheer driving pleasure, for carrying people and stuff or for travelling long journeys, the Jaguar wins.

So, to sum up, in a way they are both winners for different elements: the little Dacia for city driving, purchase cost and running costs; the large Jaguar for comfort, handling, quality, safety and practicality.

Which is why, if you have a choice, why would you limit yourself to one when you can choose to have both and enjoy both Little and Large?

Keith Schofield



East Anglian Grand Tour Itinerary

Monday 27th April

9.30am meet at the Birchhanger Services Junction 8A (M11).

10.00am Depart in the usual chaotic fashion heading in the general direction of the City of Ely (44miles). Should you survive this journey our central parking location is in Barton Road car park CB7 4DE. (any parking issues feel free to blame Joe as he sorted it).

Visit "The protector" 1649 -1660 Oliver Cromwell's house and consider a tour of Ely Cathedral, or relax with a stroll around the historic area. Consider a river walk pub lunch, or take a look at the pumping station museum.

15.00 - Depart Ely for Kings Lynn (29miles) and the Premier Inn Hotel, evening meal and blame game for who got lost in the convoy based at the hotel restaurant.

Tuesday 28th April

09.15 - Following the morning briefing the Jaguar Squadron hopefully refreshed, will depart the hotel airfield in a diamond formation heading for the bomber Command Memorial Centre (59miles) located in Canwick Ave, Lincoln LN4 2HQ

Approx 12.30 - we will depart the centre to visit the Petwood Hotel Woodhall Spa, Stixwoud Road, Woodhall Spa LN10 6QG (the home of 617 Squadron Dambusters), where an area has been reserved for drinks and light lunch.

Departing the Petwood hotel we will travel to the Lincolnshire Aviation Heritage Centre East Kirkby, Spilsby PE23 4DE. The location is based on a WW2 airfield with original control tower, and a hangar museum. A guided tour of an original Lancaster bomber based at the location has also been arranged. The centre has a NAFFI on site where we can take a breather and sample afternoon tea and cakes.

We depart the centre and return to the Kings Lynn Hotel (45miles) evening de brief and food optional.

Wednesday 29th April

9.00 hrs Depart Kings Lynn for North Norfolk (approx 40 miles) heading for the Sheringham and the Poppy Line Steam Railway based at the Sheringham Station NR26 8RA. Our booking departs Sheringham at 11.50hrs and runs a return trip via Holt.

On our return to Sheringham a suggested late lunch at possibly the two lifeboats, Fishmongers Tavern, The Lobster or one of the other pubs in the area.

Other options for the afternoon from the group are welcome.

Leave Sheringham to arrive at the Premier Inn Norwich East hotel (30miles).

18.30 hrs depart Hotel for 4.5 mile drive into central Norwich near the Cathedral in an area known as Bishopsgate where after parking near the location at 19.00 hrs we meet in the Adam and Eve Pub 17 Bishopsgate, Norwich, NR3 1RZ. (possible consideration of a mini bus or taxi into town). This is one of the oldest pubs in Norwich, some 750 years old where we will commence the Ghost Walk at 19.30hrs, the rest of the evening is ours to decide.

Thursday 30th

Today is a day of choice, visit medieval Norwich seeking out the Cathedral, the Castle (construction ordered by William the Conqueror after the Norman conquest) and a visit to the Castle shopping mall located closeby. Consider Strangers hall or the market area for a bit of retail therapy. A walking tour of Norwich which lasts for about 1.45 hours giving an insight into the history of Norwich has been booked for a maximum of 20 people. The tour starts promptly at 11.00am (Hillary thats 10.45am) on the steps in front of The Forum www.theforumnorwich.co.uk and finishes outside Norwich Cathedral.

What could possibly go wrong ?

J.E.C. News Update

For most of us who read the Jaguar Enthusiasts Magazine, you cannot help but notice the breath of fresh air that's emanating from the centre of the club now.

We have a relatively new chairman in Peter Leake, who is a XK8 owner and enthusiast (Peter took a day out of his own time to visit us in early January along with Ken McConomy, Head of Global PR for JLR and another Jag enthusiast, club member and columnist for the J.E.C. magazine. We also have a new editor in Wayne Scott who, along with others, in my opinion has transformed the magazine with fresh ideas and, dare I say it, some young blood.

Wayne and I actually go back many years and it was through Wayne and my son that Julie and I were introduced to the 24-Hour Le Mans race and all that goes with it. Wayne has agreed to visit us on one of our club nights and give a talk about all things Jaguar later this year.

Whilst at the N.E.C. Classic Car Show with Martin Saward and John Pemberton, we took the opportunity to visit the club stand (free coffee always on tap and it was my round). Whilst having a sit down, we met with a number of people involved with

the Track Sport section which is very active. They are looking to encourage members to just come along, perhaps have a track drive, and mix it up with those that compete. All are most welcome and the fixture dates are all advertised in the Track Sport section of the magazine; should I see a date close to home, I will let you know.

Running parallel to these outings are the TrackSport coffee and cars events which are now organised by another young man called Jake Harvey. These events usually have a theme which make the mornings a bit more interesting than just having coffee. We explained to Jake that our region is on the eastern side of the country and thus we have some distance to travel to Midlands-based events, which is why they haven't seen much of us. Clearly, he listened because, on Sunday 12th July 2026, Jake has arranged a Coffee and Cars meet at Bridge Classic Cars near Woodbridge, which would be a great convoy run for us. Jake also mentioned a Jaguar anniversary meet up at Brooklands (J10 M25) later this year with a car museum visit which, again, we are most welcome to attend in whatever Jaguar we drive. So, let's take the opportunity to make the most of what the club is offering.

Vaughn High

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Matthew Overall, Head of Business at Grange Jaguar Brentwood has offered the following to all fully paid up members of JEC Essex Thameside.

- 50% off normal labour rates for cars over 5 years old.
- Basic Oil Service with wash - £199. Collection of vehicle is chargeable but most can be completed while you wait.
- 10% off spares

Please mention your membership of JEC Essex Thameside when booking.

Grange Brentwood - Jaguar Authorised Service

2 Brook Street, Brentwood, Essex CM14 5LU
01277 249500

grange.co.uk/jaguar

Exclusions apply.

100% JAGUAR

- | | |
|--|-------------------------------------|
| SERVICING FOR VEHICLES
OVER 3 YEARS OLD | <input checked="" type="checkbox"/> |
| FIXED PRICE FROM £299 | <input checked="" type="checkbox"/> |
| JAGUAR TRAINED TECHNICIANS | <input checked="" type="checkbox"/> |
| JAGUAR GENUINE PARTS | <input checked="" type="checkbox"/> |
| 2 YEAR PARTS WARRANTY | <input checked="" type="checkbox"/> |