



ESSEX THAMESIDE NEWS

Nº 232, August 2026





Chairman's Message

Steve Rider
srider@live.co.uk

Hello Essex Thameside members,

Due to my ongoing absence from the daily business of running the club, I am indebted to our regular scribe Neil Shanley for writing this month's Message.

Steve Rider

The continuing hot weather is still with us, so we were a little apprehensive regarding the turnout for the ever popular Hatfield Heath Festival on 28th June; would it be just too hot? Our fears were groundless for, on the day, the temperatures registered a couple of degrees less than the previous week and we fielded 17 cars. We even enrolled two new members, Allan and Barbara Collins who came onto our stand in their E-Type Coupe.

The Orsett Classic Car & Family Festival Show followed a couple of weeks later on 12 July and was also blessed with fine weather and an impressive display. Two members attended the JEC Coffee morning at Bridge Classic Cars in Pettistree, Suffolk on the same day. More of both next month. Thanks go to Lester Magness, Neil Shanley and Vaughn High for the organisation.

The month was rounded off by our attendance at the Police Family Day at their Sports & Social Club in Chelmsford which is also our venue for monthly club meetings and deserves our support. Thanks go again

to Vaughn High, our very own police detective (retired).

Coming up in August is the JDC Area 33 Classic Vintage, Modern Car & Bike Show and the Cambridgeshire Signature Classic & Performance Motor Show at the Imperial War Museum, Duxford.

Two further shows will follow: the Lodges Coaches Show, which is always a go-to event and usually features Derek Matthewson from TV's "Bangers & Cash" plus a Spitfire fly-past; and, finally, a new one for us – The Clacton Classic Car Show is on the 30th August. Please contact Lester Magness and Ian Croxson if you fancy attending either of these shows.

Our final Club Trip of the year is to the Isle of Wight during mid-September; many of our members will be going. See Vaughn High and Geoff Monk for details if you have not already booked a place.

The main story in this month's Newsletter is part 1 of Keith and Sheila Schofield's excellent account of their 4,500- mile trek in their 7 years-old Jaguar I-Pace, a journey that took them through the Netherlands, Germany, Denmark, Sweden and Norway. You can read Part 2 in September's Newsletter.

Often shows come to us at short notice and the best way to learn about these and any technical queries is on our WhatsApp group. So, if you wish to be on it, please contact Vaughn High.

And finally, we have several new members; Allan & Barbara Collins, Paul & Karen Lawrence, John Rosser, Martin Harrison and Chris & Michelle Bauckham. You are all welcome.

Neil Shanley

p.p. Steve Rider, to whom we all send our best wishes for his speedy recovery.

Committee Members

	Richard Gibby Treasurer, Editor & Webmaster rwgibby@gmail.com		Ian Croxson Secretary ian@thecroxsons.com		Lester Magness Vice Chairman and Social Secretary lestermagness1@gmail.com
	Beverly Warren Membership Secretary beverlylrwarren@gmail.com		Neil Shanley Committee member and Chief Correspondent neilshanley360@gmail.com		Vaughn High Committee Member vaughn.high@sky.com

For Your 2026 Diary

Club Nights <i>(Tuesdays at 7.00pm, Essex Police Sports & Social Club, St Margarets Road, Chelmsford CM2 6DT)</i>					
25 August	29 September	27 October	24 November	22 December	

Shows, Events and Trips		<i>Contact:</i>
Sun 2 August	JDC Area 33 Car & Bike Show in aid of Essex Air Ambulance, William de Ferrers School, Trinity Row, South Woodham Ferrers CM3 5JU	Lester
Sun 9 August	Cambridgeshire Signature & Performance Motor Show, Duxford CB22 4QR	Ian
Sun 16 August	Lodges Coaches Car Show & Autojumble, High Easter CM1 4QR	Lester
	[also: J.E.C. 'Simply Jaguar' at the National Motor Museum, Beaulieu]	[Ian]
Sun 30 August	Clacton Classic Car Show, Parish Fields, Little Clacton CO16 9ND	Ian
11–14 Sept	Isle of Wight trip	Vaughn
Sun 27 Sept	[Jaguars at Gaydon]	[Ian]
Sun 4 October	[Coffee & Cars with the JEC, at Brooklands Museum]	[Ian]
Sat 12 December	Christmas Dinner Dance at the Ivy Hill Hotel, Margaretting CM4 0EH	Neil

Contact Details:

Lester Magness	07739 263330	lestermagness1@gmail.com
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Steve Rider	07969 572010	s rider@live.co.uk
Vaughn High	07910 787411	vaughn.high@sky.com

JAGUAR DRIVERS CLUB AREA 33
PRESENTS

CLASSIC • VINTAGE • MODERN

CAR & BIKE SHOW

2026

**SUNDAY
2nd
AUGUST 2026
10AM**

**SHOW CARS
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**ENTRY £5
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**← SCAN TO BUY
YOUR TICKETS!**



JEC Essex Thameside Christmas Dinner & Dance

It seems a little early to discuss our annual Christmas Bash, but you have to book early these days to ensure you can obtain a suitable venue for the event. So, we are pleased to announce that we have secured a new venue at the Ivy Hill Hotel, Chelmsford on Saturday 12th December 2026, starting at 19.00 hrs. We have booked four tables of ten making it available for 40 members and partners. We may be able to increase that number if there is sufficient interest from members.

The arrangements are similar to our previous events at Pontlands Park. We will be met with a drink upon entry, before a three course meal with a half bottle of wine per person followed by tea/coffee. There will be a bar and disco. Dress is smart for partying or black tie whichever you prefer. Whilst we have not yet received the exact menu, it will be very similar to last year's. The cost will be £69.50 per person which is the same as last year. Drinks bought at the bar must be paid for. The Disco is free, with cabs at midnight.

The hotel can be accessed from the A12 or by several other routes and has a large car park. There are rooms available if you wish to spend the night there with prices from around £130 per night including breakfast. The Ivy is a Best Western Hotel and its address is The Ivy Hill Hotel, Writtle Road, Margaretting, Chelmsford CM4 0EH.

If you wish to attend please advise Neil Shanley by emailing neilshanley360@gmail.com or phoning 07973 874022. A deposit of £25 per person is payable immediately, with the balance (£44.50 per person) due by 16th November. If you participate in our region's direct debit scheme, the monies will be taken from your account automatically. Otherwise, please transfer the money to the region's bank account:

Jaguar Enthusiasts Club Essex Thameside

Account Number 54186439

Sort Code 60-11-15

Please mark the payment 'XMAS BASH'



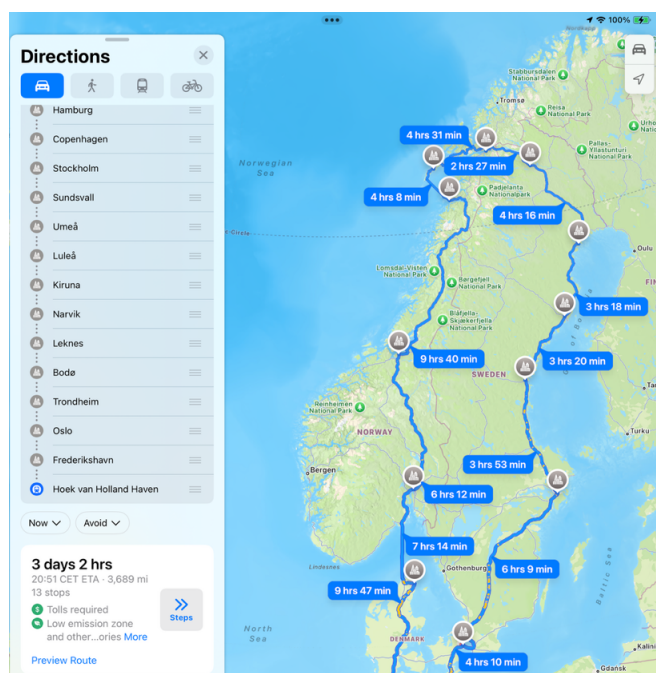
Keith Schofield - Around Norway in an EV

Norway EV Road Trip 2026

Part 1 – Preparation and the Trip North

Preparation

As the drab winter weather started to give way to the first signs of spring, the Schofield household thought back to the last Norway trip we'd enjoyed a decade earlier, and decided to focus on a road trip to the Lofoten Islands in Norway's Northlands, located a day's drive north of the Arctic Circle. But this time it would be different: no monster diesel vehicle towing a caravan. Instead we'd take the easier route of just taking the car – in this case, a seven year-old electric Jaguar I-Pace – and stay in cabins



plus the occasional hotel. The route would differ too. Instead of heading for North Cape, we'd turn North West near the Arctic Circle in Sweden, cross over the border to Norway, and head west to the Lofoten Islands for a week or so, and this would be our ultimate destination. Our first attempt at a route is shown here, though before heading away we changed it slightly, missing out long ferry journeys between Germany and Denmark, the Lofoten Islands and Bodo in the north, and between Kristiansund and Hirtshal in Denmark making the route longer. This would primarily be a road trip. A little research showed that taking those ferries would have added cost and saved little time.

The round trip distance from our home via the Harwich to the Hook of Holland route would be nearly 4500 miles. As Swedish roads are faster than their Norwegian equivalents, we would travel north via Sweden and meander south via Norway, taking in a few key destinations on the way south. This would make the route UK-Netherlands-Germany-Denmark-Sweden-Norway-South Sweden-Denmark-Germany-Netherlands and back to the UK – an epic road trip to be completed between 20th May and 20th June 2026. To break up the first part of the journey we'd stop a couple of nights respectively at Copenhagen and Stockholm so we could do the city break thing there before the long trek northwards beyond the Arctic Circle. Travelling in May and June, the level of trip satisfaction would be highly weather dependent, and as the schools were still in session, it wouldn't be absolutely necessary to book all accommodation a long time in advance. However, we did book six days in the Lofoten Islands in a cabin at a site at Gullsfjord, where we'd stayed back in 2016, so our arrival date there was a fixed goal. Our two previous expeditions to Norway had taught us that the level of enjoyment was highly dependent on the quality of the weather. Like northwest Scotland, Norwegian views are unbeatable in sun, less so in drizzle, so we would pack warm and waterproof clothing so we could at least make the most of all weathers. We hoped the midnight sun would be kind to us.

In case of an accommodation emergency, we took a basic tent and camping equipment as a last resort in the hope of not having to use it. Norway and Sweden have a joint system of automated toll

(and fine!) collection. The enhanced version that includes a transponder is called Auto pass, but we weren't able to get that organised in time, so we registered with the simpler Epass24 for tourists, which uses number plate recognition. This at least meant we wouldn't have manually to pay road tolls. While in Norway, which has ubiquitous APNR, we would also register for the automated Ferry pass system, which meant we could drive on and drive off unhindered by toll collection.

The time came to pack and go, and despite the cavernous I-Pace boot, some of our stuff spilled into the back of the car, including bedding (for the cabins), a small fridge and wet weather gear. Critical items to include would include mosquito repellent and an electric bug killer. We subscribed to the Charge map App that would give us access to discounted charging in a selection of the over half a million EV charging hubs that would eliminate charge anxiety on the long trip. For any vehicle that exceeds a range equivalent to two hours driving, range is no issue, but 'charge anxiety' could be without a bit of planning and checking through the app that chargers are free. Previous EV trips to France, Switzerland and Italy have posed no serious difficulty.



A journey and two capitals



To break up the journey from the UK to the Arctic Circle in Sweden, we planned to stop for a couple of nights each in Copenhagen and Stockholm, to provide a full day's 'mini-break' for sightseeing in each of them, and so it was. The 600 mile journey from the Hook of Holland to Copenhagen was despatched in two days (with a night's stop just north of Hamburg). The day after arrival we did the tourist thing in Copenhagen, wandering around the centre, along the Stroget, visited Nyhavn, the Royal Palace, the Design Museum, saw a couple of peaceful demonstrations, the Lego shop and picnicked in one of the many parks.





Copenhagen's Nyhavn 

From Dragør (south of Copenhagen) where we were staying it was just half an hour by bus into Central Copenhagen, and just a few minutes from the famed 16km Oresund bridge (that actually includes a causeway and a tunnel) introducing the 407 mile journey to Stockholm the following day. The journey through southeast Sweden could best be described as a long road bounded by many, many trees and a few lakes, though occasionally the forest had been cleared for a bit of agriculture.

On arrival we stayed near a public transport hub close to the motorway on the west of the city, and this stood us in good stead both for the day trip to Stockholm the day after, and accessing the start of the journey north the day after that.



 Stockholm (Old Town)

Stockholm is a city of Islands. Though we wandered through the old town, the Royal Palace and the shopping quarters, the undisputed highlight was a visit to the Vasa Museum, which exclusively contained the raised remains and artefacts of an incredibly well-preserved but flawed 1628 warship galleon, the world first with two rows of cannons one above the other. The top-heavy ship tragically sank in the harbour just 1.3km into its maiden voyage. At the first breath of wind, the ship had become unstable and sank with the loss of many lives, though many on deck survived. The ship remained on the seabed for 333 years until it was discovered in the

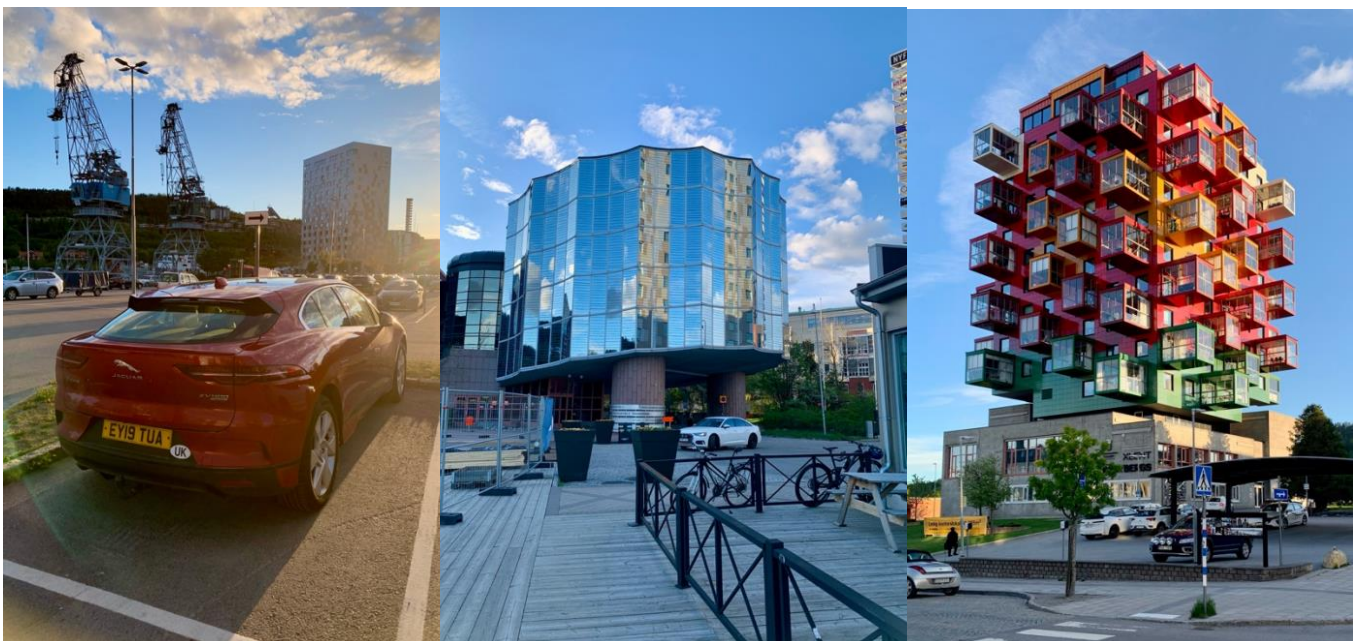
1950s, painstakingly raised intact in the 1960s, and preserved at first in a temporary museum. In 1990, its permanent home became the current climate-controlled Vasa Museum. The curators took advantage of preservation advice from Portsmouth's Marie Rose exhibition. The still, poorly oxygenated mud of Stockholm harbour had done a wonderful job of preserving the wood, meaning at only the corroded iron nails had painstakingly to be replaced. For fans of the Pirates of the Caribbean movie franchise, the vessel didn't look too different from the fabled 'Black Pearl' that features in the films, though this real-life vessel was arguably even more impressive than its cinematic CGI twin.

Vasa Museum 



The Trip North

On the following day, after a hearty breakfast began the serious business of embarking upon the three day journey northwards up Sweden's coastline along the gulf of Bothnia to- and beyond- the Arctic Circle in Sweden, and across the Norwegian border to Narvik. My good lady wife has long banned me from visiting the subsea cable landing points and subsea cable factories that had been such an integral part of my forty-odd years in international telecommunications. Still, as we drove through Sweden it couldn't stop me thinking about the cable landing point at Nynashamn (near Stockholm), the cable factory at Hudiksvall or the cable maintenance ship CS Telepaatti across the other side of the gulf in Finland, which had each figured in many of my subsea stories of the past. Our first night stop after Stockholm was at the historic port town of Örnsköldsvik. In a post-industrial era, this town was busy reinventing itself as a cool tourist destination and upscale apartment location with stunning views past the old port and into the bay. At this time of year, the sun sets at about 11pm and rises around 3am so this was the first place we had to use eye coverings to keep out the light – a practice we would have to follow for at least the next two weeks. A walk in broad daylight at 10pm only



emphasised the eerie silence and beauty of the place as folk were apparently socialising or tucking themselves up for the night. *Örnsköldsvik at 10pm* ↓

The following day's journey would take us north almost up to Sweden's border with Finland at the north tip of the Gulf of Bothnia, but instead of heading north in the direction of North Cape as we'd done a decade earlier, the magnetic draw of the Lofoten Islands meant we would head north west and cross the Arctic Circle the following day. Before that, after a 330 mile drive we would stop at a small settlement called Hakkas just for a night to rest up after a driving time of six and a half hours excluding breaks. Our pre-trip research (by which I mean asking the internet) had advised us to charge the car a little more often when in the far north leaving more miles in reserve, as the number and availability of electric vehicle chargers would diminish with the increasingly sparse population (the same also being true of other fuel stations). By the time we arrived at Hakkas, daylight would persist through the night, so we were glad of the blackout curtains in the little traditional Swedish cottage that served as home for the night. After a long day of travel we stepped out late in the late evening sunlight for a walk, enjoying the rich green beauty of the valley, the golden light of the evening and marvelling at the lives people must lead in winter at this remote settlement. *Hakkas at 11pm* ↓



Daybreak saw us heading northwest towards the Arctic Circle with the intention of heading on past Kiruna (close to a Swedish Skiing hotspot) and following on through the mountain pass that divides Sweden and Norway, towards accommodation we'd booked near Narvik Airport in Norway.

However, on the way, just before reaching the Arctic Circle, we stopped at a charging point and found that none of the chargers were working. Find out what happened next in Part 2.....



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Hatfield Heath Festival, 28 June 2026



Following one of the hottest recorded weeks in the UK, it was a relief that the temperature on this, the last Sunday in the month, was “only” 24°C – quite warm, but comfortably manageable. This free show, set in the large village green, is always a hit with our members and seventeen cars turned out this year, plus two E-Types with the owners of one, Allan and Barbara Collins joining our Club Region on the day.

This popular festival is held on what was The Heath. It offers a fun run, (a LOT of) classic cars, live music, dancing, a fun fair, local stalls, food and drink, a dog show and probably more that I have missed. With around 300 excellently-prepared vehicles, it is hard to choose a standout but one that caught my eye was manufactured by “Austin of England” (those were the days) at the height of their export frenzy after WWII. It was a 1949 A70 Austin Atlantic convertible. Made between early 1949 and late 1950 with the coupe running until late 1952, this car was one of only an estimated 12 left in Britain. Austin made around 8,000 Atlantics, aimed squarely at the American market but, with a small 2.6 litre 4-cylinder OHV engine and average performance, it just did not enthrall the average US buyer and only 350 cars were sold there. However, its engine with twin carbs was later used to

power the Austin Healey 100/4. With the then popular bulbous styling, the Atlantic was made even more recognisable with its centrally mounted “Cyclops Eye” fog lamp in the grille plus lashings of stainless steel decorative trim. Interestingly, it boasted a power hood and side windows AND flashing turn indicators. The latter in lieu of the more common “trafficators”. A glorious failure then. Its owner’s other car is a Jag!

So, if you want a good day out, come with our club to this show – they even had a jet-propelled bicycle and remote-controlled Daleks.

Neil Shanley







Club Clothing

Polo Shirt: UCC Heavyweight Polo 240g/m2 50% cotton 50% polyester

SIZE	XS	S	M	L	XL	2XL	3XL	4XL	5XL
CHEST	34	36	38-40	42-44	46	48	50-52	54-56	58

COLOURS Black, White, Bottle Green, Burgundy, Charcoal, Heather Grey, Navy, Red, Royal Blue



Polo Shirt: Printer Prime 200g/m2 60% cotton, 40% polyester

SIZE	S	M	L	XL	2XL	3XL	4XL	5XL
CHEST	40	42	45	48	51	54	58	61

COLOURS Anthracite/Black, Black/Anthracite, Cobalt/Navy, Navy Cobalt, Black/Red,



Polo Shirt: Gildan Softstyle Ladies Double Pique 170g/m2 100% cotton

SIZE	S	M	L	XL	2XL
DRESS SIZE	6-8	8-10	12	14	16

COLOURS Black, Cherry Red, Navy, Red, Royal, Sapphire, RS Sport Grey



NOTES:

The UCC Polos are Unisex,

Price incl Vat £14.00

The Printer is available in Ladies Sizes.

Price incl Vat £25.00 (Mens)

The Gildans are available in Men's Sizes

Price incl Vat £13.50 (Ladies)

SweatShirt: Gildan Heavy Blend Adult Crewneck 280g/m2 50% cotton 50% polyester Price £16.50

SIZE S M L XL 2XL 3XL 4XL 5XL

CHEST 34/36 38/40 42/44 46/48 50/55 54/56 58/60 62/64

COLOURS Black, White, Charcoal, Dark Heather, Navy, Forest Green, Indigo Blue, Red, Cherry Red, Garnet, Dark Chocolate (not all available colours shown)



Quarter Zip; Result Polartherm Fleece 330g/m2 100% polyester Price £25.00

SIZE S M L XL 2XL

CHEST 37 41 44 48 52

COLOURS Black, Forest Green, Navy, Oxford Grey, Red, Royal Blue



Quarter Zip; Stormtech Men's/Ladies Pure Earth Treeline Performance 1/4 Zip 88% polyester (44% recycled, 44% regular), 12% spandex Price £49.00

IZE S M L XL 2XL 3XL 4XL 5XL

CHEST 35-38 38-41 41-44 44-47 47-50 50-53 53-55 56-59

COLOURS (Black Heather, Dark Navy Heather) men, (Black Heather) Ladies



T- Shirts

T-Shirt; Tee-Jays Men's Sof-Tee 185g/m2 100% ring spun combed cotton **Price £14.50**

SIZE S M L XL 2XL 3XL 4XL 5XL

CHEST 40 42 44 47 50 53 55 57

COLOURS Black, White, Forrest Green, Navy, Dark Grey, Heather Grey, Powder Grey, Red, Misty Blue, Royal Blue



T-Shirt Russell Athletic 180g/m2 100% ring spun cotton **Price £7.80**

SIZE XS S M L XL 2XL 3XL 4XL

CHEST 34-36 36-38 38-40 40-42 42-44 44-46 46-48 48-50

COLOURS Azure Blue, Black, Bottle Green, Bright Red, Bright Royal, Burgundy, Classic Red, Convoy Grey, French Navy, Indigo Blue, Light Oxford, Mineral Blue, Mocha, Natural, Olive, Powder Rose, Purple, Sky, Tan, White, Yellow. (Below is only a selection of colours)



Caps and Badges

Baseball Caps Beechfield 77g 100% cotton twill

Price £7.80

COLOUR Black, Bottle Green, Burgundy, Red, French Navy, Graphite Grey, White



Please contact Neil Shanley if you would like to purchase any item or require any clarification. The Club does not make a profit on any item. The cost of postage is spread across all items and will amount to a few pence per article. All prices quoted include VAT. Not all colours available are shown.

There is a choice of logos; the "Wings" logo is the same as previously used and the Jaguar Enthusiast Club "Green Lozenge" is also available with "ESSEX THAMESIDE REGION" written below it. All logos are stitched.

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