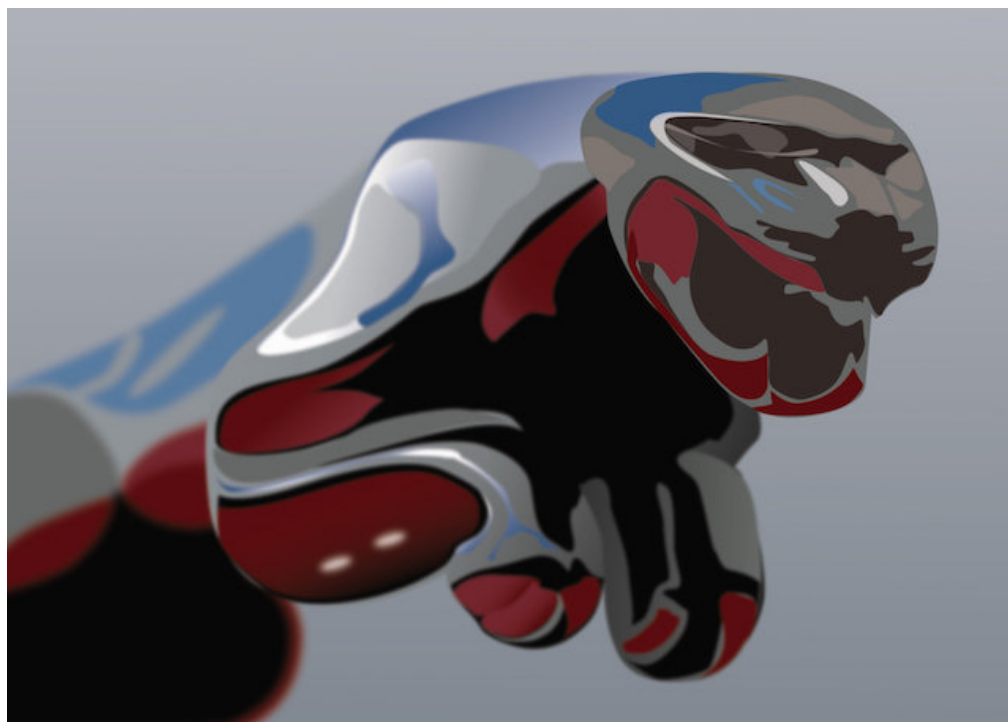


# Essex Thameside News

Nº 155, April 2020



8.00 p.m., first Tuesday of every month. Langdon Hills Golf Club, Lower Dunton Road, Bulphan, Essex RM14 3TY



## Chairman's message



Hello Essex Thameside Members.

In these difficult times we hope you are all well.

This time last year I was excitingly writing about our forthcoming Drive-It-Day, and the various shows we had coming up. This year as we all know our world has been turned upside down by the Covid-19 pandemic, which has spread at a rapid pace. In such a short time the disease has spread near enough around the world.

We have postponed our AGM, which would have taken place at our April club night. Our present committee will remain in place and continue in their roles until such a time we can recommence our monthly meetings. At this stage we have no idea when we will be able to hold our AGM.

Our largest local show of the year, the Maldon Motor Show on the 5th July, has been cancelled. It appears they are not looking to reschedule it, but are looking forward to the show in 2021. The JEC event, 'Summer Jaguar Festival' at Newby Hall, Ripon, North Yorkshire, which was planned for 15-17th May has now been postponed until 21-23 August.

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We are not really in any position to consider arranging to attend any shows or events until our government inform us we are allowed to mix in larger groups other than the two people we are presently restricted to. Thus we will not have any shows, or events to write about for the next few months. We have had some splendid articles from our members recently so please keep these coming. We would like to see any photos of your Jaguars being polished or worked on, in readiness for the time we can all meet up again.

It is a shame that Drive-It-Day will not be taking place on the 26th April. I am planning to go for a drive on the day (should we be allowed to drive around). If we pass each other at any time in our Jaguars, let's wave at each other and look forward to a time when we can re-commence our clubs events, and social gatherings.



And now a brief plug for our own branded clothing. By popular request (one member actually), we have a new line - Rugby Shirts. These come in eleven colours for men; Black, Green (pictured), Burgundy (pictured), Navy/slate collar, Navy/White collar, Olive, Purple, Red, Royal, Grey and White. The ladies are restricted to five; Black, Dusty Pink, Fuschia and Navy. They are made by Front Row and are excellent quality.

Sizes - mens; S36/38, M38/40, L42, XL44/46, 2XL48, 3XL50/52 (3XL restricted colour choice)

Sizes - ladies; XS8, S10, M12, L14, XL16

They are available with our usual choice from five stitched logo designs.

The price is £29.98 per item.

Richard Gibby had kindly prepared another 'Before They Were Famous' quiz for our next club night. Since we can't hold our meetings at this time, we have incorporated the quiz in our Newsletter. I will email the answers to you all in few days. Let me know if you were able to guess all the people (or nearly all of them). My thanks go to Richard for his hard work in editing the last few Newsletters. This month's editor is Neil Shanley and I will take the reins for the May issue. Enjoy the read.

The committee and I hope you and your families, and friends all keep safe and well. As they used to say in the Hill Street Blues TV series - 'Let's Be Careful Out There'  
Graham Cook

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# Forthcoming events in 2020

Subject to change or may be cancelled

<u>Date</u>	<u>Time</u>	<u>Event details</u>
Tuesday 3 March	20.00	Club night meeting with guest Matthew Overall from Grange Jaguar Brentwood
Sat 7 to Sun 8 Mar	09.30	National JEC Modern XK seminars, British Motor Museum, Banbury Road, Gaydon CV35 0BJ - XK8R (X100) seminar on Saturday, XK/R (X150) seminar on Sunday
Sunday 15 March	-	<i>[International Jaguar Spares Day, Stoneleigh Park, Warwickshire CV8 2LZ]</i>
Fri 27 to Sun 29 March	-	<i>[Practical Classics Classic Car &amp; Restoration Show, NEC, Birmingham]</i>
Tuesday 7 April	20.00	Club night meeting and AGM, Langdon Hills Country & Golf Club
Sunday 26 April	-	'Drive It' Day: 50-mile charity run from Buckhatch, Rettendon to Beth Chatto's Gdns, Elmstead Market.
Tuesday 5 May	20.00	Club night meeting, Langdon Hills Country & Golf Club
Sunday 10 May	-	Provisional: The Weald Country Show, The Weald Park, Brentwood
Fri 15 to Sun 17 May	-	National JEC Summer Jaguar Festival, Newby Hall, Ripon, N Yorks, HG4 5JA. <a href="https://events.jec.org.uk/events/festival">https://events.jec.org.uk/events/festival</a>
Sunday 17 May	09.00	Rickingham Classic Car Show, Suffolk (organised by JEC Suffolk and Essex Borders region)
Tuesday 2 June	20.00	Club night meeting, Langdon Hills Country & Golf Club, with talk on Le Mans racing in the 1960s by Richard Milner of the Bernard White Racing team of that era
Sunday 21 June	10.00	Fathers Day Motorfest, Barleylands, Margaretting Rd, Chelmsford CM1 3PL
Sunday 28 June	10.00	South Eastern Vintage and Classic Vehicle Club classic vehicle - Fairlop Waters, Ilford to Southend
Fri 3 to Sun 5 July	-	National JEC package tour to the Le Mans Classic 2020 in France. See: <a href="https://events.jec.org.uk/events/le-mans-classic-2020-with-travel-destinations">https://events.jec.org.uk/events/le-mans-classic-2020-with-travel-destinations</a>
Sunday 5 July	10.00	Maldon Motor Show: 'Classics on the Promenade'
Tuesday 7 July	20.00	Club night meeting, Langdon Hills Country & Golf Club
Sunday 12 July	10.00	Orsett Showground Classic & Vintage Car Show, Rectory Road, Orsett, Grays, Essex
31 July to 2 August	-	Silverstone Classic. The national JEC will have a stand
Tuesday 4 August	20.00	Club night meeting, Langdon Hills Country & Golf Club
Sunday 16 August	-	Classic Car Show at RHS Garden, Hyde Hall, Rettendon Common, CM3 8ET
Monday 31 August	12.00	JEC Essex Thameside fun run to Burnham-on-Crouch Quay Day
Tuesday 1 September	20.00	Club night meeting, Langdon Hills Country & Golf Club
Fri 4 to Mon 7 September	-	JEC Essex Thameside Peak District Tour to the Makeney Hall Hotel
Tuesday 6 October	20.00	Club night meeting, Langdon Hills Country & Golf Club
Sunday 18 October	10.00	<i>[International Jaguar Spares Day, Stoneleigh Park, Warwickshire CV8 2LZ]</i>
Tuesday 3 November	20.00	Club night meeting, Langdon Hills Country & Golf Club
Saturday 21 November	19.00	Dinner Dance, Ipswich Hotel, Old Langford Road, Copdock, Ipswich IP8 3JD
Tuesday 1 December	20.00	Christmas meeting with quiz and special raffle, Langdon Hills Country & Golf Club

Tel: 01708 228150 or E-mail: [info@essexjaguarspares.co.uk](mailto:info@essexjaguarspares.co.uk)  
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## Tests and Licences

If you read my article in last month's newsletter – surely someone did? – you may recall that I was prompted to do some research into the Highway Code, driving tests and driving licences by a small newspaper article which suggested that Wanstead, where I live, has the lowest pass rate in Britain. It had not improved since almost 25 years ago when I recall Quentin Wilson, in an episode of the old Top Gear, saying exactly the same thing.

I hasten to add that I passed my test (first time) just over 40 years ago, in Guildford. And, perhaps fortunately, I had to take my motorcycle test eight years ago in Innova Park, north of Enfield, because Wanstead test centre is only for cars. So, I am not amongst the Wanstead statistics. However, I can understand why learners in Wanstead struggle; the Redbridge, Green Man and Charlie Brown roundabouts are incredibly busy and difficult to navigate, and traffic around here is terrible.

It wasn't always like this.

For the first 40 years of driving automobiles, there was no test. Vehicle and driver licences had been introduced by the Motor Car Act 1903, which also increased the national maximum speed limit from 14 mph to 20 mph. However, they were purely intended as a means of identifying and registering cars and drivers, not as any indication of their ability to drive safely; thus, the Act also introduced vehicle registration numbers which had to be displayed on a number plate.

Each licence had to be renewed annually at a post office (much like the TV licence nowadays), at a cost of 5 shillings (25p) for a driving licence, equivalent to just over £30 in today's money, and 20 shillings (£1), equivalent to £112 now, for each car licence. Of course, they did not have to worry much about emissions and vehicle classes in those days. But, clearly, they did need to impose some basic minimum standards for safety; the 1903 Act included the first requirement for a car to have some form of brakes.

Learning to drive was a much simpler, if more hazardous, affair up until the 1930s. My grandfather always told me that he learned on a single trip in the mid 1920s, driving a car with passengers from Cardiff to Birmingham city centre and figuring out how to cope with traffic as he went around the Bull Ring two or three times. By the time of the return trip he reckoned himself experienced and fully capable although, remembering my time as a child on the back seat of his car in Cardiff, I'm not sure that I'd agree wholeheartedly.

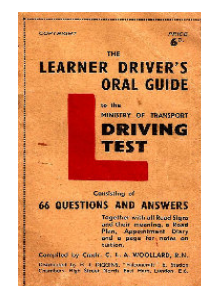
However, the safety of road users and pedestrians was becoming more of an issue. There were only 1 million drivers in Britain in 1921, but the number of cars had risen to 2.4 million by 1930 when there were 7,343 people killed on Britain's roads (= 1 death per 327 vehicles). This compares with about twelve times the number of vehicles but one third the number of deaths (= 1 death per 10,441 vehicles) in 2008. Something had to be done.

Driving tests were introduced in 1935 for anyone

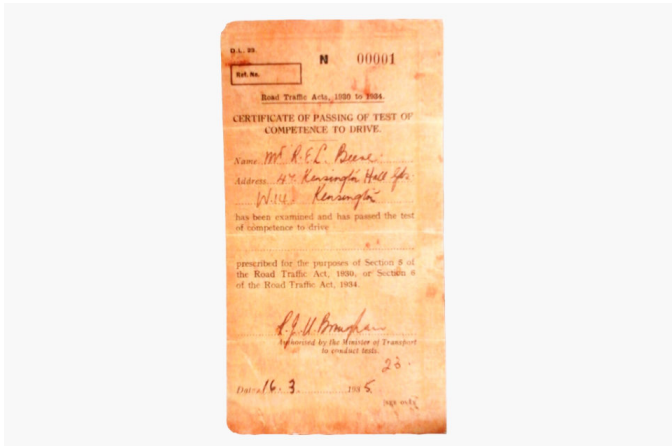


who had purchased a licence for the first time on or after 1 April 1934. The test became mandatory from 1 June 1935, although some early volunteers began

three months earlier. The cost of a test was 7/6 (37½ p). There were no test centres; learners just had to arrange to meet their examiner somewhere in town, for example at the post office, town hall, bus or railway station. The Ford motor company produced a short cinema film, narrated by Sir Malcolm Campbell, showing what was expected – search on YouTube for “Your Driving Test – 1935”

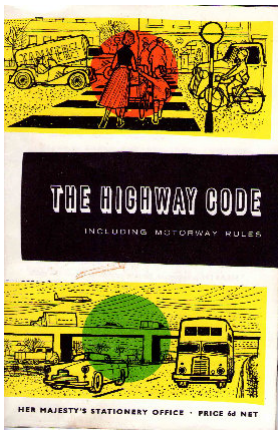


The very first person to pass (test pass certificate number 00001) was Mr A Beere of Kensington; his family kindly preserved the certificate, which you can see here.



The breakdown of drivers has changed too. In 1975/76, 69% of men had a licence but only 29% of women; by 2010, 80% of men had a licence but the number of women had risen to 66%. And as at December 2019, 22.1 million men and 19.0 million women held full licences. This includes 366 people at or over the age of 100.

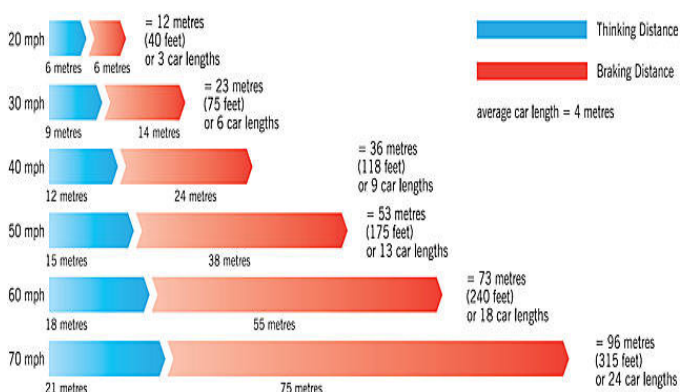
There are more learners, too. As at December 2019, 8.4 million people (46% male, 54% female) had provisional licences, including one 105-year-old woman. I wonder when she's taking her test; she must be determined!



However, WW2 soon intervened; all driving tests were suspended on 3 September 1939, and they didn't resume again until 1 November 1946. Anyone who held a licence in 1946 and had been driving during the war got a 'free pass'. Incidentally, there was another suspension from 24

November 1956 until 15 April 1957 during the Suez crisis.

Over the years, the driving test has evolved in response to changing technology, cars and road conditions. From 1969, learners could choose to apply for automatic-only licences. When I passed my test in 1979, I still had to recognise hand signals but at least I didn't have to demonstrate them. The separate theory test was introduced on 1 July 1996, replacing those tricky highway code questions by the examiner at the end of your test; can anyone really remember the stopping distance at 40mph?



Unfortunately, the number of drivers incurring penalties is also increasing. As at December 2019, 2.7 million drivers (of which 1.91 million were men and only 0.79 million were women, our wives and girlfriends will be quick to point out) had at least one point on their licence. Of these, 10,562 had more than the maximum points and 113 had over 24 double the maximum.

And what of Wanstead? 1,617 in my postcode had at least one point with 31 with over 12, but none over 24. However, my code covers Leytonstone, so

I'll maintain that they are all there and that I and my part of Wanstead are perfectly clean, guv - nothing to see here!

Richard Gibby

## Dinner Dance 21 November 2020

You may be wondering what we are doing about this year's Dinner Dance after the very successful 2019 venture. Well, this year is all change, the venue, anyway. Whilst we cannot yet confirm the entertainment, we can advise the venue which will be The Ipswich Hotel (Best Western). The hotel is handily situated just off the A12 before the A14. The address is Ipswich Hotel, Old Langford Road, Copdock, Ipswich, IP8 3JD.

The building has a layout a little like the Marks Tey venue that we have used for the last few events however, it does benefit from a recent refurbishment in 2017, which makes it a little less gloomy than the Marks Tey Hotel which was looking tired in certain areas. I trust the lighting in the rooms will also work a little better than at last year's venue. Other features include;

- Free WiFi
- Free parking
- 40" TV
- Bar
- Restaurant

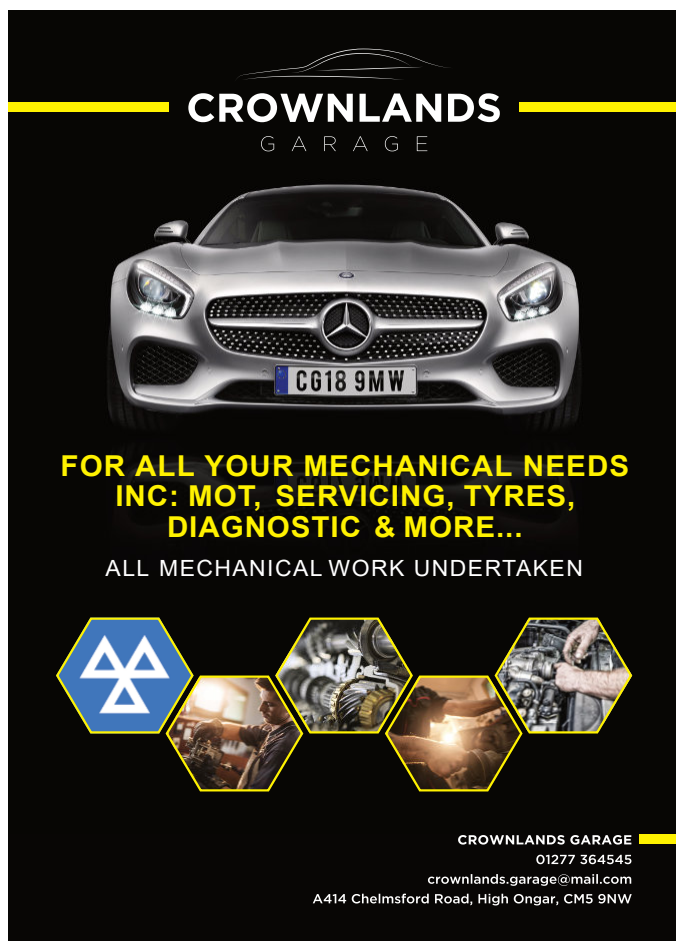
Check In; 15.00 hrs  
Check Out; 11.00 hrs

Unfortunately, no Swimming Pool, Sauna or Steam Room. This is a sad loss for those of us who did use these facilities in our previous venue.

Trip adviser gives the Hotel a 3 and a 1/2 star rating - Very Good 3.5. The room price will be included in the overall cost of the Bash, but should you wish to stay at any other time, Trip Adviser, Booking.com. etc give some idea of the cost of a room.

**We have 21 couples who have confirmed their interest and rooms have been provisionally booked accordingly. With regard to the COVID-19 virus, since the event is 8 months away, it has not yet been cancelled, but we will keep you informed of any developments.**

Neil Shanley



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## A Look Round Lester's



We all know Lester, a long standing club member, however, not many may know that his familiar white

Jaguar Mk 11 is not his only classic. He has a small collection of other marques, mostly in original condition and with a story to tell.

Firstly, a bit of background – Lester's family were in the milk distribution business founded by his great grandfather. Starting with a horse-drawn float, J R Magness & Sons moved onto a different form of horse power including, at one time, a converted hearse, to deliver the milk. Their business later expanded to include a motor cycle sales division. The site still exists today in Chelmsford selling more modern bikes. With the downturn



in home milk deliveries, both arms were eventually sold with the milk side going to Dairy Crest. The original site is now Beaulieu Park residential estate. Lester moved into boat selling, storing and maintaining and made regular trips to the French factory where the vessels were manufactured. It is on these visits that several of his cars were seen and bought. These, together with some purchased from leads given by business contacts, are now housed in a purpose built complex.



Let's see what's in there, starting with the oldest and, possibly, the most interesting, a 1937 Citroen Traction Avant in black, naturally. The car was an improved version of the original 1934 Traction Avant 7A, with restyled headlamps, painted grill, external opening boot lid and, most significantly, rack and pinion steering. This pre-war example is made all the more interesting by the fact that it survived the German occupation during WW 2 when most others were either requisitioned or destroyed by enemy action. The suspension of production from 1941 to 1945 also added to their rarity. The car found its way to the UK in the early 60's and was run by its owner here until he took it to Majorca for the next 40 odd years after which he became too old to drive it and put it up for sale. Lester learned from a neighbour that it was available and drove to Majorca to buy it. Upon returning to England, the DVLA gave it a period registration number and, when the Spanish plates were removed, Lester found the previous UK plates were still



attached beneath bearing the same number. Excepting service parts, the car is as it left the factory. It is being kept that way since a car is only original once and it would be a shame to mess with such a survivor. You can see it on the Citroen Owners Club stand at the Practical Classics Classic Car & Restoration Show at the NEC on 27-29 March.

The second Avant is a Light 15, built in France in 1955. This late model was visually distinguished by a larger boot, longer wheelbase and a wider stance. There are also British examples which were assembled in Slough. This particular vehicle was first supplied by a dealer in St Tropez and boasts an original interior except for new head lining,



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## Client Feedback

Richard Noble - 4th Jan 2018  
Excellent job on my XK An 11  
year old car looks better than  
when it was new!

Lee Browning 6th Jan 2018  
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believe it. Blown away with  
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an original body, mechanicals and paint. Purchased from a dealer in Dunton, the car has benefitted from the fitting of a new clutch, mopped

paintwork and replacement shock absorbers. The OHV engine transfers the power via a 3-speed gearbox and is so

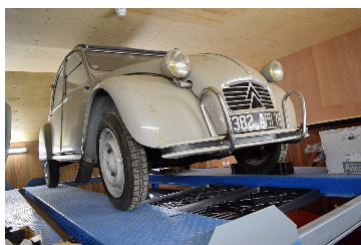
flexible that it can pull away in top gear from 10 mph. An advance/retard control is fitted to the dashboard and a two tone horn is fitted as standard, the first lower volume choice is for town use and the louder option is used when in the countryside.



The Citroën collection is concluded by three 2CV's, two cars and a van. The first, a 1963 model was bought from a

private vendor and was spotted by Lester whilst driving in France. It was parked on the side of the road with an "a vendre" sticker on the windscreen.

The then owner had resprayed it, whilst keeping the rest original. When hearing of this, the boat factory owner mentioned that he too had a 2CV from being a student and that it was available for purchase. Also a 1963 example it was again original but unfortunately came with a rust-riddled floor pan. Lester intends to replace this when time permits. Whilst viewed from the ramp, you can see the simple suspension comprising one longitudinal spring at each side operating the front and rear suspension arms which have friction discs as dampers. It is also fitted with a centrifugal



clutch which acts like an auto when in traffic avoiding the need to keep your foot hovering on the clutch. It can also work in manual.



The van is a rarer beast. The 1971 600cc version on display was at some time imported to this country, but stored and never used, hence the lack of corrosion. It has recently received a new carburettor and electronic ignition.



Another major French player is Renault and there are two examples here. They are both Dauphines. These are rare cars now with around 17 number left on our roads. The



Dauphine was built from 1956 to 1967 and was designed with a rear engine, just like a Porsche, well, not quite. I believe that the old Skoda Estelles used much of the Dauphine engineering well into the 70's.

The blue car you see here is a 1962 RHD model built for export to Britain with a 4-cylinder 850cc wet liner, water cooled engine. The radiator was cooled by air passing through the vents in front of the rear wheels. It has done 22,000 miles from new and is original apart from the seat covers, the originals having

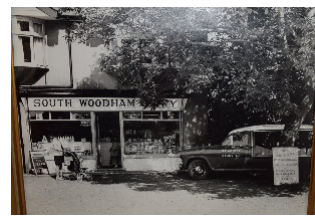
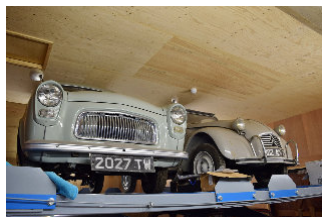


been eaten by mice during its 16 year storage in a barn. The dealer who sold it to Lester was the son of the dealer who sold it new to its first owner. This is Lester's first classic and is fitted with

a heater and 12 volt electrics as factory extras.

The red example alongside is a Gordini which is basically the same except for a larger carburettor. It was an unfinished project which is now largely complete. Apparently, it was built





for Sweden, hence the rubber floor covering in lieu of carpeting. (it makes cleaning the snow out easier.) Strangely it is a left hooker when, at that time, the Swedes were driving RHD vehicles.



There are some home grown products amongst the imports. Looming over the Renaults is a 1969 Rover 3.5 Coupe once owned by the Met as their Commissioner's transport. This has been fitted with a lovely new leather interior and has new door skins and scuttle. Work on this is nearly complete. Love the whitewall tyres. A green MGB roadster is used regularly and sports a walnut dash



which Lester fitted. Restored by its previous owner who found that his back problems prevented him from getting in, so he offered it to Lester. The red Mini Cooper is from 1968 and has had only two previous owners, the last for over 20 years. The seats are non-standard and will be replaced. This, together with some floor repairs and attention to the engine will be done in due course.

The Jaguar Mk 2 is a familiar sight to all at Essex Thameside and was taken in part exchange for a boat. Generally original although it has received a respray and re-chrome. Lester promises to lavish some TLC on it when his other projects permit. The 1959 Ford Thames

300E van perched on a double ramp above the Jaguar needs no work. It is in fine restored condition,



including the underside which can be clearly seen from this vantage. They are a rare sight these days and when manufactured they shared much of their bodies and mechanicals with the the Prefect and Anglia of that time. This model is powered by a mighty 1172cc side valve four and was available with a choice of 5 cwt and 7 cwt carrying capacities. Finally, here's a rear view of a 1991 Range Rover Vogue – the classic shape and one of the best I've seen. With three owners from new, it is spotless and, yes, the tailgate has been replaced and it does sport those Morris Marina door handles.

I hope this blast through Lester's collection has been as interesting to you as it has been to me...and, if you too would like your collection included in our Newsletter, please do let me know.

Neil Shanley



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## A Day at Olympia

Did any member visit the London Classic Car Show this year? If not, read on. Your scribe and Steve Potter from the Club plus our friends and fellow petrol-heads, Dennis and John, took a tube to Olympia on Sunday, the last show day, to view the goodies on display in what is likely to be one of the last major exhibitions for some time.

This was the sixth outing for this show and its first at Olympia, a sort of new, but old venue. Coincidentally, Olympia was chosen to host some of the first motor shows of the twentieth century. Designed by Henry Edward Coe, it first opened its doors in December, 1886 and now, 134 years later, we crossed their threshold to enjoy the first classic car show of the season. How does it compare to the ExCel, its home in the Royal Victoria Dock for the previous five years? Probably in the size really and the number of people attending. Maybe because it was the Sunday or perhaps worries around that virus, we felt there were less crowds and fewer exhibits although there were over a hundred listed. One obvious casualty of the downsizing was the Grand Avenue, but this was offset by the Car Stories stand which was an interesting addition if not as dramatic. The quality of the exhibits was, however, top rate. So, let's have a browse round a few of them.

Centre stage was the aforementioned Car Stories which featured a tribute to Bruce McLaren. The racing theme

continued with a Maserati 250F, a Lotus 49B and a Porsche 926C. There were three Astons, a DB4 GT Zagato continuation, a Vanquish 25 - a reworked and modernised version of the original – both designed by Ian Callum and a DB5 Goldfinger continuation. Apparently 25 of the latter will be made but Q has not disclosed which of its weaponry will make it into production. The black XK120 on the stand was owned by male model David Gandy (you see him advertising those Wellman pills amongst other must-have stuff) The interior is spectacular with Aged Saddle tanned leather in a lattice design. Finally, a Deussen Model J, from The Heynes Museum, towered above all before it. Boasting a 6.9 litre straight eight producing 265 bhp, it was in 1928 one of the most powerful cars of its time being double that of its competitors. It would have been good to see more of these stories, but there was the rest of the show to see. Maybe next time.

It was a good year for anniversaries with Audi and Range Rover celebrating their 40<sup>th</sup> and 50<sup>th</sup> years, respectively. There were plenty of both marques on show. Early two-door Rangies were for sale at eye watering prices. Who'd have thought? The Quattro heritage was out in force with cars including; an early LHD 1981 10-valve in UK spec., a '91 2.2 litre 20-valve, unregistered with only delivery miles on the clock and an '85 S1 E2 rally car driven by the Stig (actually, Stig Blonqvist ).







I don't recall it being an anniversary year for Aston Martin, but there were more here than you could shake a stick at. DB 6's, 5's, 4's, 3's, DBS's and V8's abounded with half a mill price stickers to accompany them on their way. I actually became bored looking at them.

As usual, the dealers produced some tantalising exhibits to tempt your wallet. A superb spread of Mercedes Pagoda's near the entrance, together with a 190 SL, all restored to within an inch of their lives, had to be the best display. What stunners! I didn't dare ask the prices. Speaking of high prices, nearby, you could blow six figures on a Land Rover Defender short wheel base. This thing had more bells and whistles than Santa Claus' sly, but I bet it still leaks.

Looking at examples from across the pond, two Dodge Chargers were looking suitably menacing in black, whilst a Ford Thunderbird resplendent in "Ed's Diner" red and white, a '55 model, I think, had a sold sticker on the screen. Across the aisle, a real rarity was up for around £26K. This was a 1950 Studebaker Champion, 3-passenger Business Coupe powered by a 2.8 litre six with 6 volt electrics. Designed by Raymond Loewy (he did several Studebakers – and the Hillman Minx) with Virgil Exner (later to become chief stylist for Chrysler), the "Bullet Nose" look is not to everyone's taste, but I like it. This was the company's first all-new post war car with only a little over 1500 built in the 1950 model year.

There was one car manufacturer selling his wares at the show – Jannarely. Heard of them? Thought not, neither had I. They build it (actually called a Design 1) in Dubai with a 3.5 litre Nissan V6 out back with 320 bhp on tap. It has a retro look about it, think AC Cobra. At £86 grand a pop, there's nothing retro about the price, however. Strangely, the roof tips forward to allow entry and egress and weighing in at only 810 kg it promises to go like a scolded cat...and you get analogue dials!

Coys were holding an auction with some very attractive cars, the least of which was garnering the most interest. Judging from the crowd circulating around it, you would think it was yet another DB 5, but no, sitting on four nicely flat tyres, was a red Mini Cooper. Apparently a barn find, it had, in the past, benefitted from a "previous restoration", although which bit was restored was anyone's guess. Even the rust was rusting. The bonnet and boot were open to encourage viewing. The former revealing something brown with pipes and wires hanging from it with the latter revealing nothing but the auction carpet below it. The actual lid was safely stowed on the back seat. I think the auction estimate was £8,500 to £10,000.

The official exhibitors list detailed around fourteen car clubs attending and all had excellent models on display. I did not notice a Vauxhall Owners Club site, but we did spot a red VX4/90. When did you last see one of those? Based on the Victor FB from the sixties, this was the "hot" one with twin carbs, alloy head and high



compression producing a then respectable 71 bhp. Servo assisted front wheel disc brakes were fitted to tame all those horses and it was visually discernible by the the chrome framed coloured strip along its flanks and vertical tail lamp treatment. Inside, you got full instrumentation, bucket seats and a fully synchromeshed set of four on the floor. A neat looking car in its era.

The Corvette Club were showing a red and white roadster, bedecked with the Stars and Stripes and probably a 1960 first generation C1. Corvettes have been around since 1953 and this model is one of my favourite iterations. The London Vintage Taxi Association displayed models mainly from the twenties most of which

The Autoquip Motorsports Company showed and sold hydraulic ramps at £1900 each. Very good quality and would fit in the garage. Original art was displayed at Carjetski Drawings with the artist on hand to describe his technique. Travel Destinations were there to sort out car trips and you could even buy a 1940 WWII Continental Radial Engine Table from Hatchwell Antiques to finish off your day.

Hope to see you at the next show - whenever that may be.

Neil Shanley

were familiar from their appearances on film and TV series such as Poirot. The TR Register had a 1959 Triumph 2000 Italia. It was based on the TR3A chassis but with a more modern body and commissioned by the Italian Triumph distributor. Michelotti styled the body and Vignale built it. Only 329 of the 1000 planned were built between 1958 and 1962 when the much cheaper TR4 replaced the TR3A in 1961 and Triumph withdrew its support for the Italian variant. The similarity in design is however quite noticeable. Is this any relation to the Doretti?

The day was completed with a review of some of the non-car exhibitors' stands. From classic watches to purveyors of Yorkshire Gin, they were a varied bunch.



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## BEFORE THEY WERE FAMOUS

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(Answers will be revealed after the raffle)

1



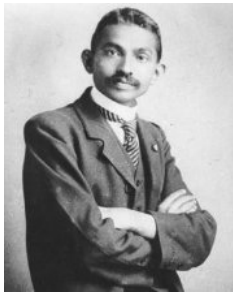
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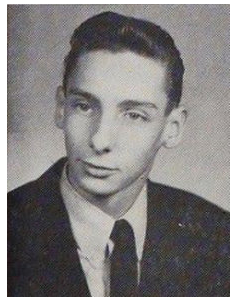
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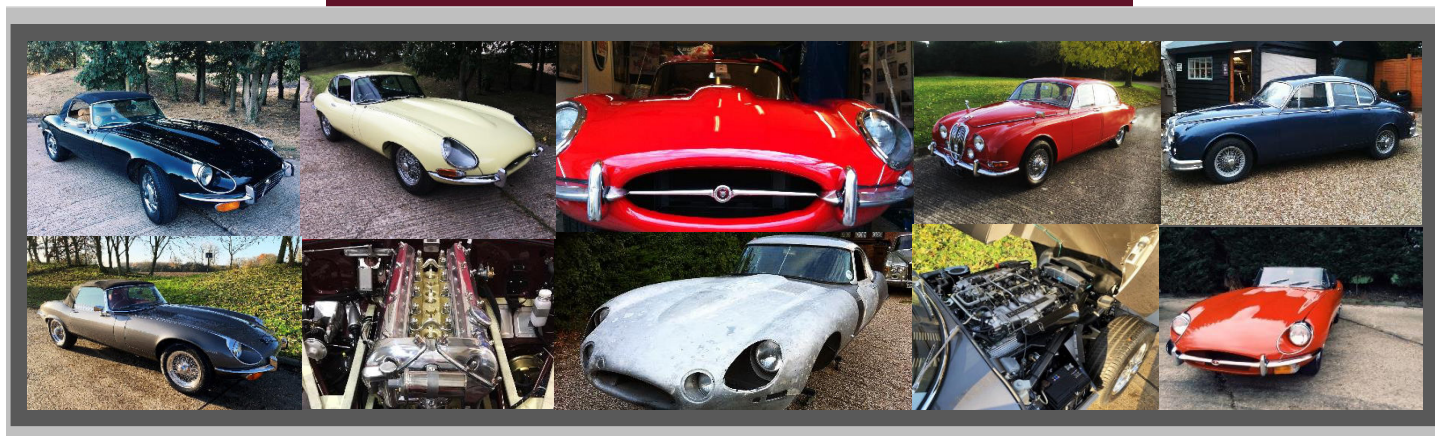
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It does not need to be long or, indeed, about cars, just make it interesting. If you don't wish to write too much, include more pictures – they tell a thousand words or so they say.

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