

# Essex Thameside News

Nº 166, February 2021



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**Graham Cook**  
Chairman & Co-Editor

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## Chairman's message

### Hello Everybody

I hope you are all keeping well as we continue in our 3rd lockdown. I expect you are all getting a little bored with so many restrictions presently in place. To try and give our region a chance to get together virtually, we will be holding a Zoom Club Night Quiz on Tuesday 2nd February at 8pm. The event is kindly being hosted by Richard Gibby.

There will be 6 rounds of ten questions each. I have emailed all our members the full details of the event, along with the link to connect to the quiz. We hope as many of you as possible will join in.

In January we had a Zoom Committee Meeting. Due to Covid-19 and not knowing when the restrictions will be lifted, we were unable to discuss events and shows we would like to attend in any detail. However as soon as the restrictions are lifted and we have dates for any shows, we will hold another committee meeting to plan our club events.

During the committee meeting we discussed our regions club fees for the next. Everyone agreed that we will not be charging existing members a fee for the next year. You will see the full details in Gill Cain's notice on page 3.

I am sure we all have our fingers crossed that the Covid-19 vaccines will continue to roll out, and that the R rate declines to an acceptable level. At which point we will be able to recommence a more normal life, and attend shows and events. We don't have many possible or probable events listed at this time in our calendar. We hope the following events will take place: JEC Summer Jaguar Festival, at Blenheim Palace 14-16 May, Le Mans 24-hour



12-13 June, Le Mans Classic 1-4 July, JEC Jaguar Festival  
Ripon 21-23 August, Silverstone Classic 30 July-1st August.

This year we have some anniversaries to celebrate. The 60th anniversary of the E-type and the Mark X, 25th anniversary of the XK8 and 20th year anniversary of the X Type. We hopefully will be able to group the various types together as any shows we can attend this year. We would like to hear any stories members may have regarding these models.



Keep safe, and no doubt we will all be meeting again before too long.

Graham Cook

## Other committee members



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# Attention all members

## Membership Renewals for 2021/2022

Firstly, may I say, 'hope you are all keeping safe and well'.

No doubt you are aware we are fast approaching the end of our 2020/2021 club year (ends 28th February 2021).

Unfortunately, it has not been a good year for club meetings and car shows/events because of the COVID-19 lockdown situation. However, we are hoping things are going to improve and that will be able to start holding club meetings and attend car shows again in the not-too-distant future. So please keep an eye on the club's Newsletter and our website ([www.jecessexthameside.co.uk](http://www.jecessexthameside.co.uk)) for information when it becomes available.

The good news: at a recent Committee meeting it was agreed that because of the COVID-19 situation and lack of club activities this year, we would give all current members one year's free membership. Consequently, for all existing members, we will NOT be charging the standard £15 membership fee for 2021/2022.

We would therefore ask you to retain your current year's membership card as it will now be valid until 28th February 2022. We are not proposing to give/send out new membership cards purely and simply to save club costs.

For those members who signed up to pay their subscription by direct debit, you need not take any further action as the 2021/2022 direct debit payment will be cancelled and not collected.

If, you do not wish to continue with membership, please let the Membership Secretary know as soon as possible so that your name and details may be removed from the club's membership database.

Thank you; your co-operation in this matter would be very much appreciated.

Gill Cain

Email : Membership Secretary [jeccain451@outlook.com](mailto:jeccain451@outlook.com)

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## Caption Competition

Let us have your funny or amusing caption for the below photo.  
Answers please to Graham Cook.

(We promise next months Caption photo will not be of Geoff again)



Last month's winner is :

Vaughn High with :

"Not one winner and you paid a quid for them, raffle tickets Mary"





## Dad`s Private Pointing Job

When my Dad, ( Frederick Cooper) was about 19yrs old in 1930 he had become somewhat proficient in raking out and re-pointing brickwork. He was asked by Mr Brutton, a local bicycle shop owner in Tunbridge Road to rake out and re-point three houses that he owned somewhere else in the town.

It took my Dad many weekends and evenings after work to finish this work and when he had completed the re-pointing he was very pleased and proud to have been paid the princely sum of £100.00. Now for a 19yr old in 1930 this was a large sum of money.

He was so proud of what he had achieved, he went straight home to 107 Milton Street and showed the money to his Father, ( William John Cooper, my Granddad. )

His Father threw up his hands in dismay and said,

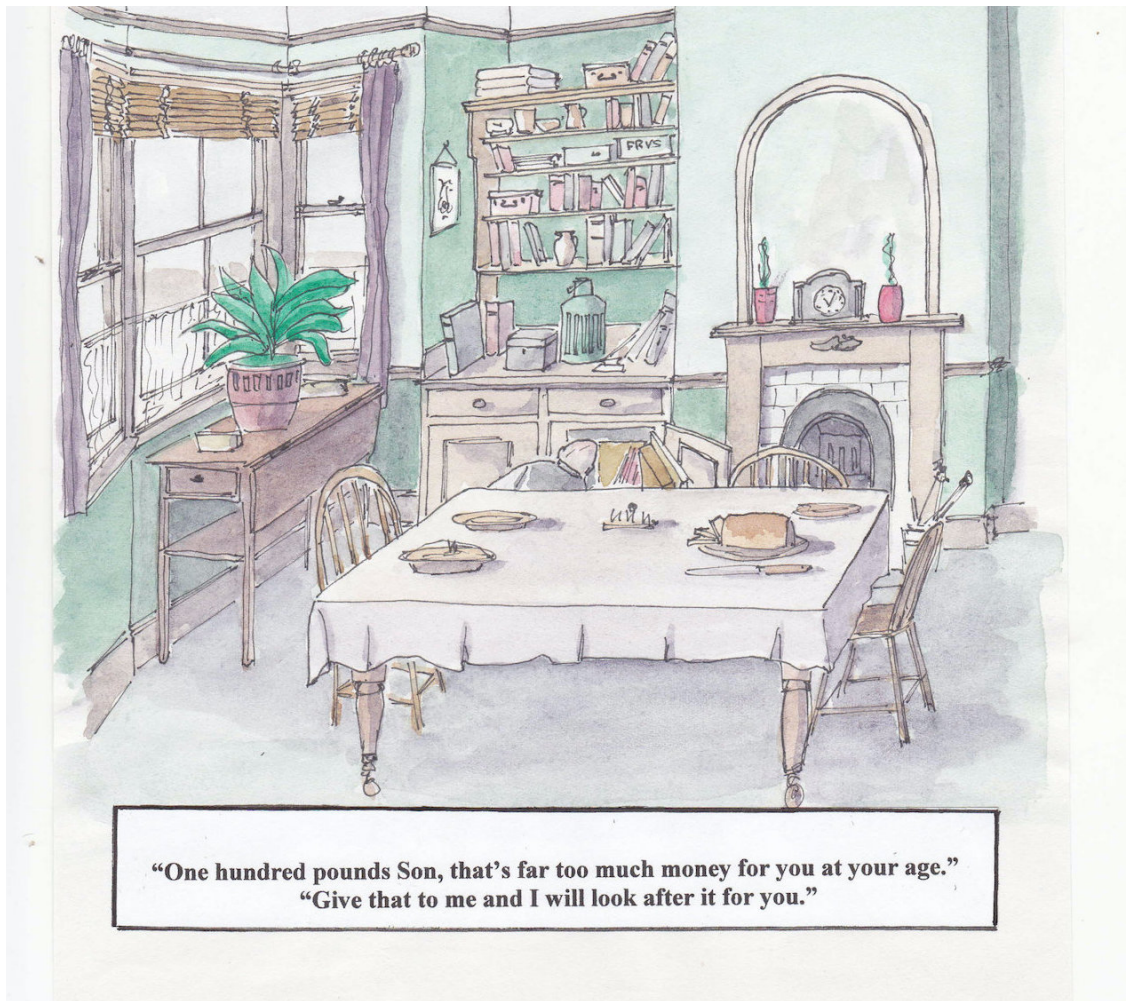
“ How much did you get for that job?”

“That’s far too much for a lad of your age to look after, give that to me and I will take care of it for you.”

With that, Granddad opened the safe, which was in the back parlour cupboard, took the whole £100 from Dad and locked it away in his safe.

Dad never saw any of the money again!

Written by Colin Cooper in recording my memories and the stories told to him by his family especially his father Fred, and his Uncles, Geoff, Fred and Bill in running and working for the local family building and decorating firm W.J.cooper & Son.



“One hundred pounds Son, that’s far too much money for you at your age.”  
“Give that to me and I will look after it for you.”

## A Funny Thing Happened On The Way To The Body Shop

In my previous article (see January 2021 No.165) during our lockdown I introduced you to my new Daimler V8 250 restoration project which I have every intention of commencing and completing but then this happened ....



Just a few weeks ago whilst helping with another Daimler restoration we needed to purchase some spot weld drills, I made a call to "Shaun" a friend who owns Spray Shack based at Braintree. (Shaun was the guy who sprayed my XJ6 and more recently resprayed Doug's XJ). At the time of my call Shaun was with his material supplier and was able to obtain the drills for us. The following day Julie and I called at Spray Shack to collect the drills and whilst in the workshop I took the opportunity to look at a 1969 Series 2 E Type XKE, imported from Pennsylvania, which caught my eye and was in for a door repair.



At this point the purists amongst us, the book authors and the so called experts on the E Type who, I suspect, purchased their E Types 20 plus years ago before the classic price hike, would dismiss the American XKE with

the usual sniffy comments. So, if you are one of these, don't read on.

The car is a 4.2 series 2, 2+2 with wire wheels and possessed a body that oozed originality from its faded glamour with virtually none of the rust that seems to spread like a rash through such cars. Upon closer inspection, I could see the window and door rubbers had become brittle and cracked with some surrounding chrome trim missing and the bonnet needed realignment, but no real show stoppers. I decided I would have a peek at the engine to confirm the USA specification of twin Stromberg carburettors. All was complete and in exceptional good order. The engine frame looked nearly new and the running gear had, in my opinion, benefitted from being well serviced with many replacement parts evident. The 4.2 litre engine was mated to a Borg Warner auto 'box (!!!) and the helm was on the left hand side as is the norm in the States. The car also boasted, (purists please sit down here), air conditioning AND power steering! (Incidentally two thirds of all E types were left hookers and made for the USA market. Although the model was progressively detuned to comply with the American emission restrictions in part resulting in the introduction of the Series 3 V12, which was built on the same 2+2 body, to increase the performance to be comparable or faster than the original Series 1.)



But in all honesty I really couldn't care less as this was an E Type after all and an E Type is an E Type is an E Type. Who cares if it doesn't have triple SU's, a manual 'box and has rear seating? They all look like a work of automotive art. Julie and I both liked it and by now hooked, my interest would heightened if the price was right.

Following further enquiries, I found that the car had recently been imported by a local firm called STS Imports of Gt Leighs, Chelmsford. The company, I believe, would import any vehicle but specialised in the import of Ford Mustangs. Clearly they had to fill an empty space in the container and the XKE obliged.

In the next few days, having first contacted STS, I arranged another viewing and asked club member Martin Sayward (who has had E Types in the past) if he would come and cast his eye over the car.



Upon arrival we had it put up on a ramp, Martin checked out the numbers and had a good look at the engineering before we met at the rear of the car to discuss our findings. Martin confirmed my thoughts that a lot of work and money had been spent on the car and all was believed to be original. The crucial moment came when we both had our heads in the boot space prodding and poking looking to find a fault when I suffered that familiar wobble about buying, pricing and the work to do - not forgetting that I now had a Daimler project to complete.



I recall Martin stating that the car was, in his opinion, worth the full asking price and he would buy this car if I didn't take the plunge. This little push was all I needed and I have never looked back.

The deal was done with Ron of STS Imports who had the car registered in the UK with an age related number plate. This was a real bonus as all the hard import enabling work had been completed

by STS and all I had to do was drive or trailer it home, I choose the latter as the car was an unknown quantity.

My first mistake was to drive the car up the trailer ramp rather than use the winch, in fairness Ron did say "go for it" as the wheels would slip on the ramp only to rip the exhaust off the manifold pipes!

Surprisingly for an import, the car came with a massive history and bills from the two recorded owners who were doctors based in Pennsylvania. I suspect they must have taken it to their preferred garages for servicing and repair with open cheque books. Over the years it seems they were absolutely hammered with costs. The first spending \$9000 in total and the latter \$17000 in bills although this included an engine rebuild. I also found a \$2 bill for service stickers and a \$26 bill for rusty number plate screws replacement. In short don't put your car into a USA service garage and tell them you know nothing about cars!!

I have now insured the car at a very reasonably cost via Adrian Flux. The engine has been tweaked with new spark plug leads and caps and is running well. I've also given the car a quick steam clean. It is my intention to use it for a couple of weeks in the current condition then deal with the bonnet alignment, body, seals, paint and chrome work before I start on the Daimler project!!!

Hopefully normality will resume during 2021 and I will see you at a car show or two with my XKE Type for a catch up.

Vaughn High



## Has any members car been damaged accidentally?

Our Mk 2 has. By our younger daughter!

This was over 25 years ago, at our old house. Daughter was very young and did not know what she was doing.

It was when Geoff was renovating the car. He must have been well on with it by this time, doing the brakes. The car was in the garage, up the garden.

Geoff went up to the garage, and noticed what he thought was water on the car, and then saw that the paint was running off it!

He had left a jam jar with brake fluid and the bleed pipe, on his work bench.

Daughter thought she'd have fun flicking the liquid all over the paintwork! As you can imagine, Geoff was not a happy bunny!

Footman James Insurance agent was very amazed too! The car had to be completely resprayed by CL Classics at Braintree. The insurance company paid for it all. Just one more strange claim to put in their files.

Anyone else had an unusual happening with their car?

Mary Monk

### Car Badge Quiz January Answers :

1. Audi 2. Buick 3. Holden (not Peugeot or Vauxhall) 4. Honda
5. Infiniti 6. Mazda 7. Skoda 8. Mercury (well done if you got that one)
9. Tesla 10. Chevrolet 11. Ssangyong 12. Hyundai 13. Subaru
14. Smart 15. Lexus 16. Opel

### 'Before they were famous' Quiz January Answers :

1. Samuel L Jackson 2. Stockard Channing 3. Martin Sheen 4. Brad Pitt
5. Anthony Perkins 6. Alec Baldwin 7. Bruce Lee 8. James Stewart
9. David Duchovny 10. Clark Gable 11. Clint Eastwood 12. Dustin Hoffman

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## February Car Quiz - Name The Make And Model



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8





Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14



Figure 15



Figure 16

Good Luck. Answers in next month's Newsletter.



## W J Cooper and Son - Brief History

I am sure you will have been rather amused over the last few months 'Grandad Days' stories, accompanied by splendid illustrations from one of members, Colin Cooper. Colin has kindly given the below article on their family business history:

### W J Cooper and Son - Brief History

**1855** William Joshua Cooper, the founder of W J Cooper was born in 1855 to Dorothy and William Cooper, a potter and moulder in the Staffordshire potteries.

**1866** William Joshua's Mother, Dorothy Cooper, died when William was only 11 years old. Sometime between 1871 and 1881 William Cooper remarried, and William Joshua had a new stepmother.

**1872** About this time, as family stories are told, William Joshua couldn't get on with his new Stepmother and ran away from home and walked all the way to London. The story goes on to say that William Cooper sent a horse and carriage to London and brought William Joshua back home to Stoke.

**1875** Three years later, William Joshua ran away a second time and this time stayed in London. He worked for a firm called Evans and was employed as a packer, skills he had learnt in the potteries.

**1879** William Joshua married Mary Ann Holding and was living in St James Holloway. On his wedding certificate his occupation was a Painter. Mary Ann came from a family of Masons that were building houses in Muswell Hill. Presumably, William had a new job at Holding and Sons as a painter and had married the governor's daughter.

**1886** William and Mary had a son William John Cooper

**1887** William Joshua set up business at the age of 32 as a house decorator, working presumably, as a subcontractor to his father-in-law John Holding.

**1894 to 1901** Sometime between these dates both families of Coopers and Holdings moved to Southend-on-Sea.

**1901** Holding and Son were then building houses in Milton Street, and William Joshua and his family lived at No 4 St Tomas Terrace Milton Street. William was carrying on his business as a house decorator.

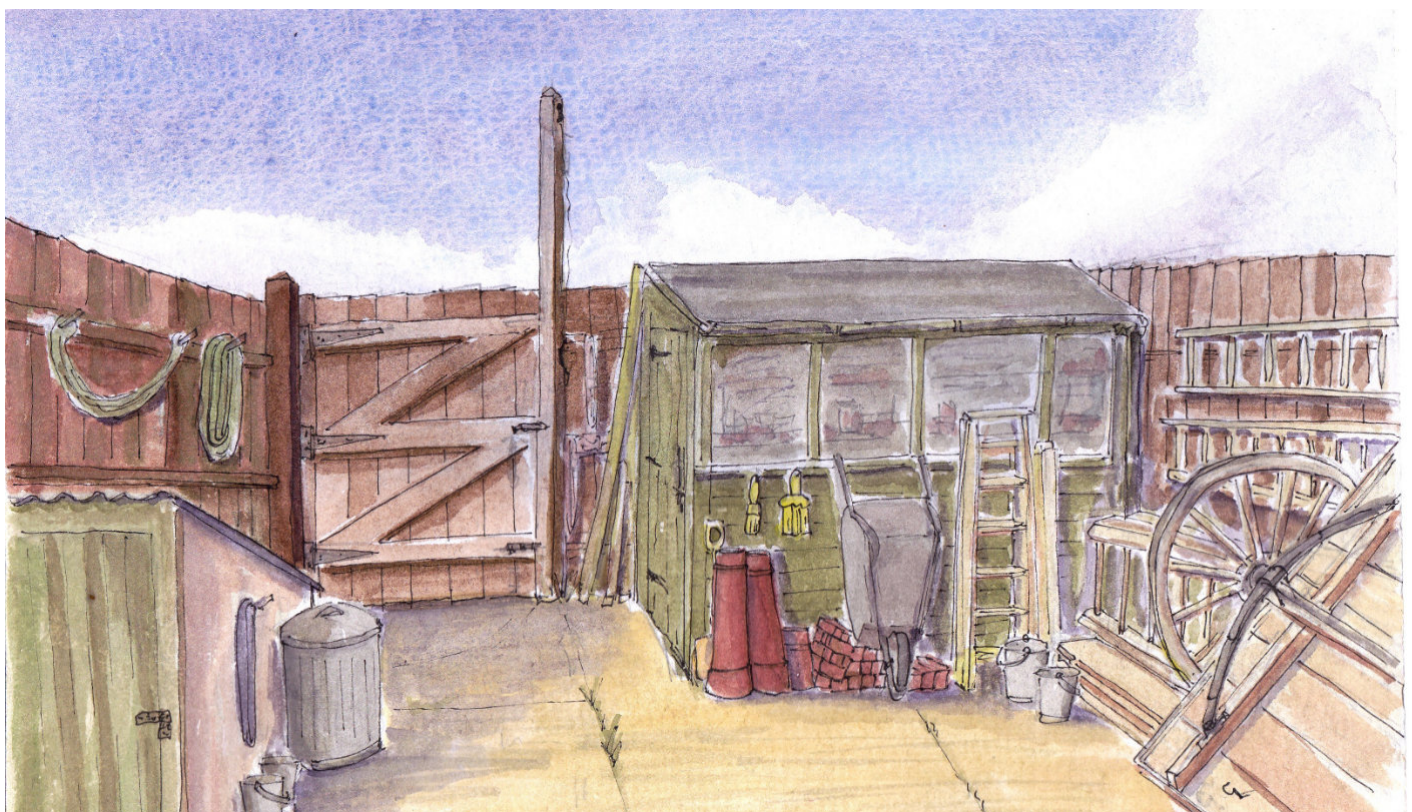
**1907** William John Cooper married Ada Foster at the age of 21, Presumably William John worked with his father in the decorating business.

**1914 to 1918.** William John was called up to serve in the First World War, but was gassed and invalided out.

**1919** About this time Frederick Foster, Ada Cooper's 15 year old brother started working for William Joshua

**1923** At the age of 68, William Joshua retired and gave his business by Deed of Gift to his son William John, who was now aged 37. He lived at 107 Milton Street with his wife Ada and three boys, William Walter, Frederick John and Geoffrey Lenard and two daughters, Daisy and Win. All the boys started working for the firm as soon as they left school.

**1939 to 1945** William continued his business through the war years with the help of his brother-in-law Frederick





Foster. His three sons were called up, to serve in the army and navy. The firm was run from the back yard of 107 Milton Street Southend-on-Sea.

**1946** In this year, William John sold the family business to his three sons, William, Frederick, Geoffrey, and his brother-in-law Frederick Foster. William Walter was the eldest son, Frederick was aged 31, Geoffrey was aged 24 and Uncle Frederick Foster was 42 yrs old.

The business was sold for £ 750-0-0.

£ 500-0-0 for the goodwill and £ 250-0-0 for the plant and stock in trade namely:-

Wall brackets and irons. £ 12-10-0

Ladder cripples 5- 0-0

Cords and guy ropes 4-10-0

Wheel and tackle 2- 5-0

Three trucks 65- 0-0

Mortice machine 35- 0-0

Carpenter's bench and vice 25- 0-0

5 ladders 20- 0-0

New wheels and springs 10- 0-0

Scaffold boards 3- 0-0

1 pair of tall trestles 4- 0-0

2 pairs of paperhangers trestle and boards 2-10-0

Wheelbarrow 1- 0-0

4 pairs of steps 5- 0-0

2 sieves 1- 0-0

1 Cramp 1- 0-0

Sundries 47-15-0

Total £ 250-0-0

£ 750-0-0 Paid in instalments over seven years.

**1946 to 1965** The family firm prospered for these many years with profits from the building business being channelled into purchasing local property. At one time the four partners, family members and the business of W J Cooper and Son owned a total of 63 houses and 51 garages.

The firm was run from William Walter's home, 201 Central Avenue, having a side entrance, rear yard and workshop. The office was at 6 Woodgrange Drive, the home of Frederick. At one time 24 employees worked for the firm.

During this period also four Great grandsons of William Joshua worked at some time for the family firm. William Walter's Sons, William Cooper (Billy) and David Cooper. Frederick's Son, Colin Cooper. Geoffrey's Son, Duncan Cooper.

**1957** About this time, new yard and workshop premises were purchased at Howards Chase in Prittlewell and the firm started trading from this address until 1972.

**1965** At this time the partnership agreement was altered and the properties shared out to allow individuals to retire or follow separate interests.

**1968** About this time, William Walter Cooper retired along with Frederick Foster and Geoffrey Cooper left the partnership to start his own central heating and plumbing business with his Son Duncan Cooper.

**1970** The Council compulsorily purchased the workshop and part of the yard at Howards Chase which was now owned by Frederick Cooper.

**1971** The council allowed Frederick to build a new workshop, office and store on another part of the yard so that the firm could continue trading. The house 174 North Road was

purchased by Frederick to provide a separate entrance to the new yard and workshop. The firm then traded from this new address of 174 North Road.

The firm at this time had only two employees, a decorator named Ted Ladd, who was nearing retirement age and Frederick's Son Colin. Colin gradually took over running the firm whilst Frederick made a name for himself in the local bowls world, playing some 200 games for Essex and becoming President of Essex Bowls Club in the 1980s

**1983** Fredrick John Cooper at the age of 68 gave the business by Deed of Gift to his Son Colin John Cooper who had been working for the firm since he left school in 1958. Colin by this time was 40 yrs old. With the new workshop and offices, Colin built the firm up again, gaining two large renovation contracts at 3 and 4 Royal Terrace, Southend-On-Sea. At one time he had 13 employees working for him.

**1987** This was the year when a 100 yr Celebration party was held at 112, Alexandra Road, Colin and Sue Coopers family home. Many old clients and employees came and joined in the Anniversary party. Also the year when John Cooper the next generation, the fifth generation joined the firm.

**2005** Colin John Cooper at the age of 62 gave the business by Deed of Gift to his eldest son John James Cooper who by now had been working for the firm for 18 years and was 33 yrs old, the youngest Cooper to take over the reigns since William Joshua in 1887.

**2020** The firm continues to prosper under the control of John and with the help of many long standing and loyal clients

Compiled by Colin Cooper /Family Tree/ History WJCooper.



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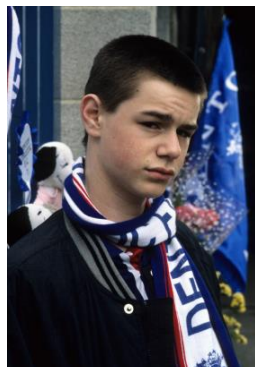
# BEFORE THEY WERE FAMOUS

Who did these youngsters grow up to be?

1



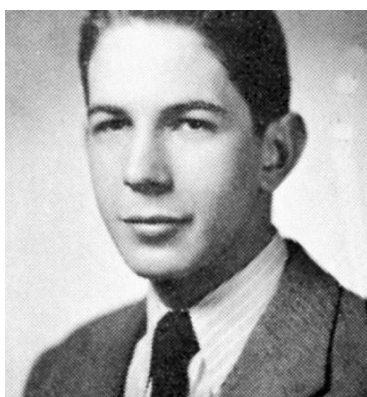
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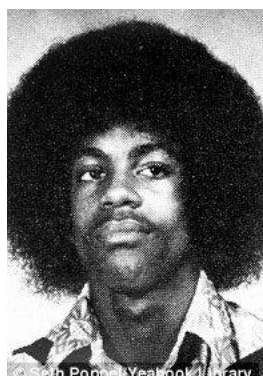
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8



9



10



11



12





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THE ART OF PERFORMANCE

## And finally. This could be your page ....

With the lack of shows and events to write about at present, we really need your input. Please help keep the Newsletter an asset to your club by contributing an article.

It doesn't need to be long, or indeed car related, just something interesting or amazing. You don't need to write too much, just include pictures where you have them – pictures still can tell a thousand words.

If you would prefer to send a draft or an outline, then please do so and we will edit it into an article for inclusion.

Thanks for this month's articles go to : Colin Cooper, Vaughn High and Mary Monk

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