

# Essex Thameside News

No 170, June 2021



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Graham Cook  
Chairman and co-editor

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## Chairman's message

Hello everyone,

I'm glad that life really is starting to get back to normal and here's hoping that we will see the end of most restrictions on 21<sup>st</sup> June as planned. I expect that by now most, if not all, members will have had their second Covid vaccine jab. The last year has been a difficult time for everyone with all the restrictions that we have been forced to live with, but life really is starting to get back closer to normal.

While several restrictions remain in place for now, we are at least able to go to some shows and meetings and Sunday 23<sup>rd</sup> May marked our first official club car meet of the year. We were invited by Area 33 of the Jaguar Divers Club to join them and several other car clubs at North Weald airfield.

The weather in the days leading up to the event had been rather wet and cold, with some very heavy rain showers, and the forecast for the Sunday was not looking good. So I had half expected the meet to be a wash-out. However, we were fortunate and the morning remained dry.

There was a food catering van, inside a large marquee with plenty of seating. It was great to see and hear members catching up with each other and other club friends; all were looking forward to further club events this year.

The event was attended by close to 100 cars from the

various clubs, including the Aston Martin Owners Club with some splendid looking cars. However, as you might expect me to say, the Jaguar clubs offered my favourite selection of cars.

The meeting was a great success and raised £490 for the Air Ambulance stationed at North Weald airfield.

We do not have any Club-specific events planned for June but there are a number of shows and events that members may wish to attend. These include the recommencement of the Pie & Pint Inn motoring breakfast meetings on the first Saturday of each month, starting next weekend (5<sup>th</sup> June) at the Cherry Tree in Stambridge.

Some members may wish to attend the London Classic Car Show over the weekend of Friday 25<sup>th</sup> to Sunday 27<sup>th</sup> June, this year being held in Syon Park, West London. Although tickets are expensive, this is usually an interesting and well-presented show with some rare and interesting machinery on display.

That same weekend, other members are planning to visit the National Motor Museum in Beaulieu for the Simply Jaguar Rally on Sunday 27<sup>th</sup> June. And the following weekend, 4<sup>th</sup> July, we have the National JEC Summer Jaguar Festival at Bicester. Tickets cost £24 per car with up to 5 adults, and must be purchased in advance; tickets will not be available for sale on the day.

Subject to the lifting of restrictions on 21 June, we are still planning to recommence our monthly club night meetings at Langdon Hills Country & Golf Club on Tuesday 6<sup>th</sup> July, and I look forward to seeing you there. I will also email members with updates about other shows and events that we are attending, as and when I have further news.

Graham Cook

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## Shows and events in 2021

The following shows and events remain subject to COVID guidelines, including potential cancellation or postponement in the event of further COVID-related restrictions.

### JEC Essex Thameside show attendances and events:

Sun 4 July	National JEC Summer Jaguar Festival, Bicester Heritage, OX26 5HA
Tue 6 July	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Tue 3 August	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Sun 15 August	Classic Car Show, RHS Garden Hyde Hall, CM3 8ET
Sun 29 August	Lavenham Classics Show, Recreation Ground, Lavenham, CO10 9SH
Fri 3–Mon 6 September	Essex Thameside's Peak District Tour, Makeney Hall Hotel, DE56 0RS
Tue 7 September	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Sun 19 September	At Home With Lester: region meeting hosted by Lester Magness, CM9 6QA
Tue 5 October	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Tue 2 November	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Tue 7 December	Christmas Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY

### For information—other non-JEC shows and events open to individuals:

Sat 5 June	Breakfast Meet at The Cherry Tree, Stambridge, SS4 2AF
Sun 13 June	Antique & Vintage Outdoor Market, Museum of Power, Langford, CM9 6QA
Fri 25–Sun 27 June	London Classic Car Show, Syon Park, London TW8 8JF
Sat 26–Sun 27 June	Motorfest, Kings Farm, Chelmsford, CM1 3PJ
Sun 27 June	Simply Jaguar Rally, National Motor Museum, Beaulieu, SO42 7ZN
Sun 27 June	Southend Seafront Classic Car Gathering (Cars >25 years old), SS0 7QB
Sat 3 July	Breakfast Meet at The Hare, Roxwell, CM1 4LU
Sun 4 July	"Wheel Meet Again" CCVC charity fun drive from Buckhatch Nursery to Hyde Hall
Sun 11 July	Orsett Classic & Vintage Show, Orsett Showground, Orsett, RM16 3JN
Sun 18 July	Ingatstone Hall Classic Car Show, CM4 9NR
Fri 30 July–Sun 1 August	The Silverstone Classic, Silverstone Circuit, Northants, NN12 8TN
Sat 31 July–Sun 1 August	Festival of Wheels, Trinity Park, Ipswich IP3 8UH
Sat 7 August	Breakfast Meet at The Castle, Great Leighs, CM3 1NE
Sat 4 September	Breakfast Meet at The Cherry Tree, Stambridge, SS4 2AF
Sat 2 October	Breakfast Meet at The Hare, Roxwell, CM1 4LU
Sat 6 November	Breakfast Meet at The Castle, Great Leighs, CM3 1NE



## Drive It Day (At Last!)



I was hoping to be able to mark Drive It Day with a little run somewhere, Covid permitting. By chance, we happened to see that Kersey Mill were hosting an event to celebrate that very day. Lockdown had put paid to last year's outing, so what better excuse to give the 420 its first decent run in over a year? Located within a mile of Hadleigh in Suffolk and five miles from Lavenham, it would make a fine, forty odd mile run from Chelmsford. Sue and I, Doug Warren, and Bob and Sue King duly made the journey.

Upon arrival we found the grounds were reasonably extensive and picturesque with food, drinks and a BBQ on offer from the Mill catering. The weather was a mite cold and overcast, naturally, but the bacon rolls were really excellent, as were the classics which made the trip. In fact, the standard of the entries was extremely high with some very rare examples present. No doubt time freed up by the enforced Lockdown was put to good use by the classic car brigade.

Speaking of rarity, almost the first car we saw was a



1966 Sunbeam Venezia Superleggera. This collaboration between the Rootes Group and Touring of Milan was essentially a Hillman Super Minx/ Humber Sceptre in a party frock, and it came with a price to match a Mk II Jag. With only a 4-cylinder 1600cc engine and Rootes family-runabout mechanicals, it struggled to sell in sufficient numbers to be viable. Only around 203 were built including one converted to RHD (some say 7 were RHD), and, with an estimated 25 to 30 surviving, this was probably the rarest on the block that day.



Next door, sat a huge Beaufort resplendent in two-tone red over grey. A barn find that had covered only 270 miles!

Parked opposite, a primrose Ford Consul 375 with little over 20K miles was owned by a former airline pilot. It was so original that it came with period window stickers including one for BOAC – remember them?



The day was chilly, but when we needed a warm-up, we simply strolled over to the sole traction engine present. It was akin to being beside a coal fire on a winter's evening. The owner of the rare Ipswich-made Trident sports car parked next to it must have felt the same.





Close by, a car which Doug bet me was a Ford Pilot had just arrived. He lost the bet; it was a RHD Hudson Terraplane.



Help was on hand, however, since close by sat a real Ford V8 Pilot and probably the best example that I have seen. She was called Priscilla, possibly named after the lady who brought it who, with her husband, had undertaken a hands-on, full restoration. She herself had stripped the chassis and painted it. The



engine had apparently spent two years in her kitchen to avoid dampness and rust whilst the rest of the car was being prepared.

The 1920s were well represented by a brace of Clynos, a 1925 Buick, a 1928 Ford Model A, the first year of production, and many others.



Cars from the 1930s which caught my eye included a 1930 Chrysler 70 in bright green with whitewalls and a more modest 1934 Lancia Augusta 1200. The quality throughout was superb, none more so than the SS Jaguar of 1934 which must have won many prizes in its time.







Similarly, a 1938 Rover 20 Sports Saloon, the flagship of the pre-war Rover line up, was probably better than when it left the

factory. A 1953 Riley 2.5 RM was equally well presented, as was an MGA updated with a 5-speed Ford gearbox. More modern Fords on



display included a Mk IV Zephyr (when did you last see one of those?) and even a Ford Granada Hatchback. Possibly the most unusual was a 1960 Zephyr pick-up.



There were several Jaguars which made the journey, including our own, and you could even win a red Mk I 3.4. It was a good day for former police cars, ranging from a Wolseley 6/110 (Gideon's Way) to Starsky and Hutch's Ford Torino (the "striped tomato") with a sprinkle of NYPD Crown Vic Interceptors complete with bull bars. The Bullitt Mustang was displayed, this time without the accompanying black Dodge Charger.

It was a relief to finally escape to a classic car event and I look forward to whatever is on offer for the rest of the year. If you too are chomping at the bit, then please read what is planned elsewhere in this edition of Thameside News and let Graham know of your interest via email.

**Neil Shanley** (with thanks to Doug Warren for some of the photographs.)















## Answers to last month's quizzes

### Emoji Song Titles

- 1) Running Bear (The Big Bopper / Johnny Preston)
- 2) Climb Every Mountain (The Sound Of Music)
- 3) Walking Back To Happiness (Helen Shapiro)
- 4) Ticket To Ride (The Beatles)
- 5) Bad Moon Rising (Creedence Clearwater Revival)
- 6) Bad Romance (Lady Gaga)
- 7) Singin' in the Rain (Gene Kelly)
- 8) An Englishman in New York (Sting)
- 9) Video Killed The Radio Star (The Buggles)
- 10) Spirit In The Sky (Norman Greenbaum)
- 11) Red Red Wine (UB40)
- 12) Jailhouse Rock (Elvis Presley)
- 13) Purple Rain (Prince)
- 14) Night Fever (The Bee-Gees)
- 15) Waterloo Sunset (The Kinks)
- 16) Ride A White Swan (T Rex)
- 17) Breakfast In America (Supertramp)
- 18) While My Guitar Gently Weeps (The Beatles)
- 19) These Boots Are Made For Walkin' (Nancy Sinatra)
- 20) Tears Of A Clown (Smokey Robinson & The Miracles)
- 21) Lucy In The Sky With Diamonds (The Beatles)
- 22) Fly Me To The Moon (Frank Sinatra)
- 23) Heartbreak Hotel (Elvis Presley)
- 24) Tequila Sunrise (Eagles)
- 25) Blue Suede Shoes (Carl Perkins / Elvis Presley)
- 26) Rock Around The Clock (Bill Haley & The Comets)

### Before They Were Famous

1) Dame Helen Mirren, 2) Jack Nicholson, 3) Johnny Depp, 4) Sammy Davis Jr, 5) Lauren Bacall, 6) Madonna, 7) Matt Damon, 8) Vin Diesel, 9) Danny DeVito, 10) Ethan Hawke, 11) Kate Middleton Duchess of Cambridge, 12) Michael Stipe of REM.

### Name The Make And Model

1) Chevrolet Camaro SS350, 2) FAB 1 from *Thunderbirds* as designed by Ford, 3) Rover 75 V6, 4) 1937 Vauxhall H type 10 De Luxe, 5) 1947 Austin 12, 6) Rover 75 P4 'Cyclops', 7) Standard 8, 8) Marauder 2.1, 9) Ford Cortina Mk 2 1600E, 10) Wolseley 2200 Princess, 11) Austin Metro, 12) Austin Princess A135, 13) 1953 Allard P2 Safari Station Wagon, 14) Jensen CV8, 15) Alvis TC 108G Super Graber Cabriolet, 16) 1953 Ford Consul Mk1 Farnham

### Caption Competition

Congratulations to Peter Hennessy, for his caption: "I know the battery is flat, but I don't think this jumper will help."






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## The Early Days

Some more of Colin Cooper's anecdotes from his family's building and decorating firm.

William John Cooper, my Grandfather, was born in London and moved down with his family to Southend-on-Sea when he was a young boy. In 1907, he met and married Ada Rose Foster from Great Stambridge. He worked as a painter and decorator with his father William Joshua and lived in 107 Milton Street.

In the First World War, William John was called up to serve in the army. The time he spent in France, including being gassed, took its toll on Grandfather's health and he was invalided out in 1918.

In 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. By this time William John and Ada, my Grandfather and Grandmother, were bringing up five children: three sons William, Frederick and Geoff and two daughters Daisy and Win, my uncles and aunties.

William John was a very strict father, as was mostly the case in those times, and somewhat different to his father. There was a leather belt that hung on the parlour cupboard doorknob and was used to instil discipline. William John was not a tall man, but quite wiry and he used to walk very quickly with small steps. He also had a short temper.

One day, when working on a house in Manor Road Westcliff, Grandfather William John was re-cording a set of sliding sashes in the front bedroom. Also working in the room was Uncle Bill, who was painting the door, and Uncle Geoff who was sanding down the skirting board. Grandfather was re-fixing the staff beads around the edge of the window and the nails were a little larger than they should have been. The consequence of this was that the staff bead split and Uncle Bill, by the door, sniggered.

It was a stifled snigger but Grandfather heard it, turned and, with a face as red as a beetroot and eyes blazing, threw his hammer at Uncle Bill. Luckily, it missed my Uncle Bill but went straight through the panelled door. With that, Grandfather stormed out of the room saying "Get the door fixed and finish off the window before you come home tonight, and let that be a lesson to you".

Every time this story gets told, the nail and the split

gets bigger: "Dad tried to fix the bead with a 4" nail and the bead split from end to end"!

Another example of his quick temper was an almost identical situation. This time Grandfather was dressing in, with a small pin hammer, the edge of a rim lock on a door so that the lock would not foul the door frame when closing. The hammer missed the lock edge and just caught his finger. Somebody sniggered, or laughed. I can't remember who, but the effect was the same, with the end product being a broken window.

## Jaguar Anniversaries

2021 marks the sixtieth anniversary of the E-Type, launched at the Geneva motor show on 15 March 1961 and famously dubbed by Enzo Ferrari "the most beautiful car ever made".



October will also be the sixtieth anniversary of the Jaguar Mark X, later renamed the Jaguar 420G, which introduced an upright, and slightly forward-leaning nose design with four headlamps set into rounded front wings (derived from Daimler DK400), and a vaned grill - the now familiar 'look' on all Jaguar saloons for almost half a century until Ian Callum's new styling treatment in the 2000s.

And 2021 is also the twentieth anniversary of the X-Type, codenamed X400 and launched in 2001 to compete in the compact executive class dominated by the rear-wheel drive BMW 3 Series and Mercedes C-class. Ford/Jaguar had no directly competitive platform so, instead, the X-type used a modified version of the front-drive platform shared with the contemporary Ford Mondeo — with the addition of all-wheel drive and handling and steering engineered to minimise front-wheel drive torque-steer.

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## June 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



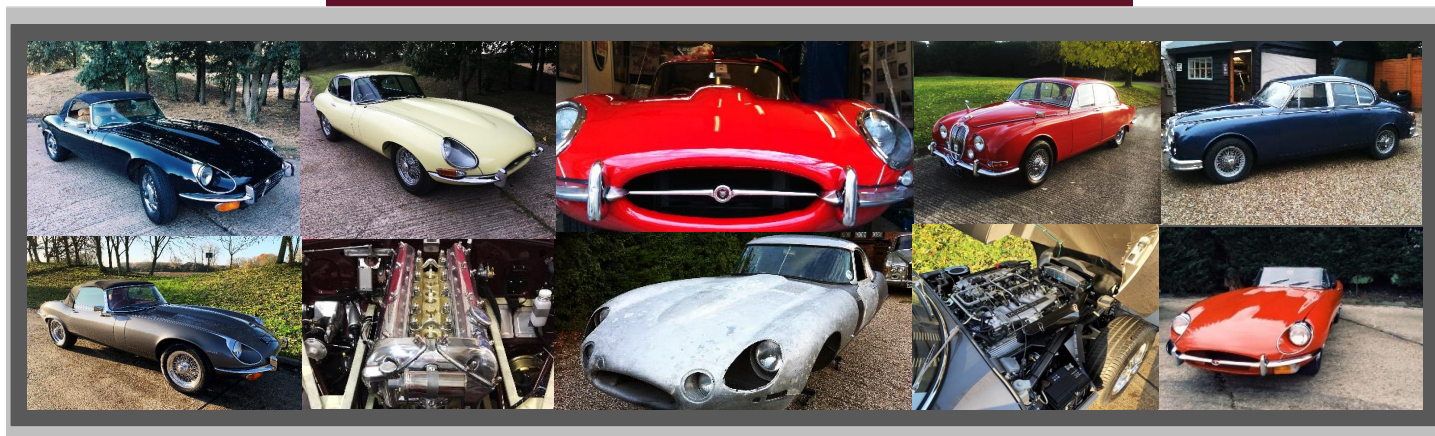
Figure 15



Figure 16

Good Luck. Answers in next month's Newsletter.

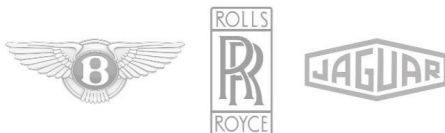




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# BEFORE THEY WERE FAMOUS

Who did these youngsters grow up to be?

1



2



3



4



5



6



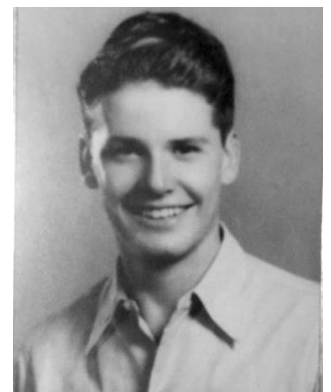
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8



9



10



11



12





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