

Essex Thameside News

Nº 171, July 2021



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Graham Cook
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Chairman's message

Hello

We were all looking forward to be able to recommencing our monthly club meets at Langdon Hills Golf Club on 6th July, but due to our government's changes to the lifting of restrictions, 'Freedom Day' has, at the time of writing, been delayed until the 19th July. Hence, as a result, we have had to push back the start of our club nights to Tuesday 3rd August.

We have some changes to announce to our committee. Vaughn High, the club secretary, felt it was time for him to step down from his role to allow some fresh blood onto the committee. I together with the committee would like to thank Vaughn for the work he has undertaken over the years often with his trade mark good humour. Mary Monk, our longest standing committee member, has decided to take some time out from her committee post to allow some "new blood" into the role. Sometime before Covid took over our lives, we had an interest expressed from two of our club members in joining the committee. We are pleased, therefore, to announce that Ian Croxson and Lester Magness have joined the committee as Secretary and Events Coordinator respectively. Their appointment was fully supported by all. I am sure they will enjoy the challenge, and undertake their roles with much enthusiasm. Welcome Ian and Lester.

As you know we have been unable to hold our club nights for some considerable time and, all being well, as previously stated, we will be able to recommence our club nights at Langdon Hills from Tuesday 3rd August. On this evening we will be holding our overdue AGM. Prior to this date, we will email all members with details regarding the AGM and the committee election for the next year.

Our 'Essex Thameside Peak District Tour' is taking place this September having been postponed by a year. This event was originally planned nearly two years ago and

since it seems so long from when I last had a Rally Plate on my car and enjoyed a club tour I am very much looking forward to it. Whilst a 2022 European Tour is looking doubtful at this time, we will hopefully be able to arrange a UK long weekend trip for next year. Over the next few months, we will start to look at places and tour options.

Over the recent years (apart from last year,) we have held our Dinner Dance jointly with our neighbours the 'JEC Essex & Suffolk Borders' Region. Unfortunately, they are not holding such an event this year due to possible difficulties related to the current Covid regulations. Similarly, we are not planning an alternative dinner. However, depending how restrictions develop over the next few months, we will see if we can arrange some sort of Christmas lunch, or club function.

Here we are half way through the year, and have suffered so many shows and events, either being postponed or cancelled that we hope to be able to plan some events such as our own Drive-It-Day, museum visits, lunches and the like before the end of the year. Please see our events listing in this edition of Thameside News for those currently planned. When we have further news on club events, I will email you with the details.

Finally, I hope you will enjoy this July issue, edited by Neil which includes a new quiz and a history of Ian Croxson's cars owned. Congratulations go to Doug and Jackie Warren gaining the highest scores in the "Famous" and "Car" quizzes. Please keep sending your answers in, they don't need to be all correct.



Thanks to; Mary Monk and Vaughn High

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Forthcoming shows and events in June–December 2021

The following shows and events are anticipated subject to COVID guidelines, including potential cancellation or postponement in the event of further COVID-related restrictions. Arrangements for later in the year will be advertised in future newsletters.

JEC Essex Thameside Region 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 CANCELLED
Tue 3 August	Club Night and AGM, 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 3 July	Breakfast Meet at The Hare, Roxwell, CM1 4LU
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
Fri 12 to Sun 14 November	Classic Car Show at the NEC Birmingham. B40 1NT



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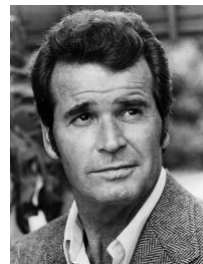
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June Quiz Answers

Before They Were Famous; 1 Olivia Newton John, 2 Pope Francis, 3 Michael J Fox, 4 Kevin Bacon, 5 George Michael, 6 Dolly Parton, 7 Frank Sinatra, 8 David Bowie, 9 James Garner, 10 Julia Roberts, 11 Ryan O' Neal, 12 Stephen Fry.



Car Quiz; 1 Alfa Romeo 6C 3000 CM Pininfarina Superflow IV, 2 Alvis Vanden Plas 4.3 litre Tourer, 3 Audi TT, 4 Daimler DE36, 5 Nissan Figaro, 6 Hudson Eight, 7 Ford Zephyr Mk IV, 8 MGA, 9 Hillman Minx, 10 Plymouth Barracuda, 11 Rolls Royce Silver Spirit, 12 Morris 8 Series E, 13 Trabant, 14 Trident Ventura, 15 Sunbeam Venezia Superleggera, 16 Vauxhall Viva (HB) GT



My Cars (Part One) - Ian Croxson

Growing up in the Sixties and Seventies the spirit of invention was alive and kicking. The 60s and 70s introduced us to the Audio Cassette and Video Recorder, Action Man and Lego. Supermarkets, Motorways, Ice Cream Vans were also just state of the art.

I was always keen on cars even as a small child living in Ilford. I passed my test at 17 in a Datsun Sunny 1200 that must have been one of the early imports from Japan. It had a radio that worked and bluey green tinted glass. I'm sure that Ray my instructor had installed an 8 Track Player (remember those?) since I can recall listening to him and

Rocket Man by Elton John playing at the same time.



Prior to passing my test, from the proceeds of my daily Newspaper Round, working in a Greengrocer's shop and then in J Sainsbury's, I had bought with my

mum, for the princely sum of £50 quid, my Uncle Fred's Ford Thames 105E Van. Fred's surname was Neate. He was a builder, plumber and general handyman. It always had tools and various construction materials in the back. For some reason best known to my mother, she designated it Mr. Tidy's Motor. I remember it fondly from my early childhood years as when we were very small my Brother and I were taken for rides in the back of the van with no seat belts, usually to the local pub garden where Fred would slurp a beer whilst we had a lemonade and admired all his rubbish in the van. It had the registration plate WOO 54, probably worth a fortune now. When we purchased the van in 1973 when I had just turned 17, it had only done 40,000 miles. What a bargain for a 'monkey'!

Because I had to wait some time before I could sit my driving test, I persuaded one of my mates

who had already passed his test to sit beside me on a regular basis and we would drive to Hornchurch Aerodrome with L Plates where I could practice my off road driving skills. Once the test had been successfully accomplished my learner Plates came off and that was me qualified. No hesitation in going anywhere anytime, the world was my oyster. I drove to Kessingland with a few friends in the back eyeing up all the local talent, hormones and testosterone racing away with ourselves. The chat up line was usually 'Watcha Baby-Going my way??-Jump in the back'. Not particularly effective but a slap in the face never really offended. You could never really be cool as Red Van Man in a Thames 105E. Sometime after it had to go.

My second car was a Dark Green Fiat 125 with tan leatherette upholstery which went like a rocket. I had been in one before around the Avus circuit in Berlin with a friend



of our German family who it just so happens was a member of the German Politzei. I was so full of wanting it for its top speed and acceleration that I failed to do the basic checks. It was only when I got it home and showed my Dad, he got the dipstick out and told me I shouldn't have bought it as there was no oil in it. My Fix It Again Tonio (FIAT) was destined to die. I thought I knew better and just went and bought some oil, poured it into the sump and hoped for the best. No problem.

Little did I know a month later when I drove it down Whitton Hill near Dover, it was to seize up totally. Not having much mechanical knowledge I was stuck. I went home on the train feeling that my world had collapsed beneath me. The Garage that towed it in gave me a long explanation as to what was wrong with the Fiat and what it would cost to put right. They saw it as an opportunity to offer me a P/X as it stood against a blue Ford Corsair 2000E. I knew I was broke and destined to lose out. My world had collapsed beneath me! The Bank of Dad loaned me another £300 and the Dagenham Dustbin was mine. The paintwork was a bit shabby but no rust -nothing that a bit of Polyfilla wouldn't fix. I was back behind the wheel in my new motor in a couple of weeks. I was well impressed when the Corsair was cleaned up. It was a great car, silky smooth gearbox, fantastic performance, walnut dash and super cool street creditability.



By that time I was working serving my apprenticeship as a Trainee Manager for a freight forwarding company. Earning a princely sum of £1250 per year was a small fortune in 1976. Part of my training was to be spent in the company's French offices. Can't really remember why I took the Corsair with me, but I drove it out to Gennevilliers in North West Paris and used it sparingly over the four months I was out there. Great fun getting used to driving around the Arc De Triomphe and the Peripherique but in the main parked up outside the company apartment whilst I took the Paris Metro to get around. Towards the end of my tenure the car got side swiped by another vehicle whilst stationary and while I was tucked up in bed fast asleep. Imagine my surprise when I walked out the next morning and saw my customised car. I was mortified. There was no note, no nothing, just a very damaged Dagenham Dustbin in Paris. All brownie points scored in having successfully negotiated the delights of the Parisian motoring system were cruelly taken away from me. Because of the high cost of repairing foreign cars in France and lack of funds by being in debt to my Father, I deemed it prudent get it home. It was driveable however so the first opportunity we had of an empty trailer running back to the UK, it got loaded onto a ramp, which the trailer backed onto. It was then stowed and chocked for returning back to the company's Barking Depot. It took a while (and this was long before Brexit was even dreamt of) but we got it there. Once it was back on its native soil, I was able to get it to the company's repairers in Chadwell Heath. They rebuilt it and repaired it as good as new. I did not want to put in an insurance claim so I was

made to pay for it on the 'never never' via a deduction in my monthly pay. I was skint and the next year was spent paying for it. I think I also got them to respray it for me, and the car turned a lovely stage of Aubergine in colour.

Fortunately, because I was doing my ongoing training abroad again, with spells in Gothenburg Sweden, In Monchengladbach in Germany and Tilburg in Holland, I was able to do without the car. I made use of various lifts and there were a number of company cars that I can recall having driven. They included a Volvo 122 Amazon Estate, a Ford Taunus and a Saab 96 that had the most frustrating locking system that meant always having to select reverse gear to extract the key from the ignition. When I came home after every three months, the 2000E Corsair would

be on my Parents drive and always started first turn of the key.



I can't remember at what point the Corsair was sold, but it really wasn't being

used. By then I had got fed up with the travelling abroad, I jumped ship and joined a competitor who gave me my own company car a very underpowered blue Ford Cortina 1300 Mark 3. One evening at the Room at The Top in Ilford I don't know why, but I loaned it to another colleague at the company who was wanting to take a girlfriend home. He got a tug from the 'Boys in Blue' en route and because he was under the influence of 'sauce' the car was parked up at the local Police Station, with more dents than when I started that evening. As such the company was notified and yours truly was hauled over the coals for having loaned the car to a work mate. It didn't do my career prospects much good for sure. The car was taken from me and demotion followed in having to put up with a Ford Escort mark 2, but in the same yucky blue colour as the doomed Cortina.



Around another year later I got bored and went to work for a mate of mines Dad. It was selling freight forwarding services into Scandinavia. The company car at this time was a brand new Ford Fiesta Mark 1. This was quickly followed by a five door metallic blue VW Golf, a really good reliable piece of German engineering at its best. I got posted to Perry Barr in Birmingham where the branch Manager had just got fired for a conflict of interest. He had been running a Night Club on the side and couldn't always manage to get up and make it into the office. Whilst I got promotion and then inherited his Chrysler Alpine I was having to spend Monday to Friday in Brum. I came home at weekends and, after a couple of years of commuting up the M1 and M6, I decided I wanted to



spread my wings further and when the opportunity came to go to Saudi Arabia I took it and never looked back.



By this time in 1979, Black Gold was flowing in abundance in the Kingdom of Saudi Arabia. I was keen to sample the Middle East. It was certainly a shock to the system. Arriving in August at Jeddah airport late at night was like a hot hairdryer blowing on you at the hottest setting. It was normal to expect temperatures in the early 110 degrees Fahrenheit. It didn't disappoint. The roads were tracks in the deserts and pretty basic. Man-hole covers were often left off, congestion was rife and camels



slept in the road to keep cool. Driving was an occupational hazard and primitive at best. At worst downright dangerous and the sound of the horn was a polite way of expressing 'after you please'. The locals were used to driving furiously,

undertaking, overtaking, coming up the inside at stop lights, making illegal U Turns across the flow of the traffic. It was not for the faint hearted but fair game for those that could find their brown trousers!!

My first Saudi vehicle was a brand new Toyota Hi Lux pick-up truck with decent load carrying capabilities. When Doug Warren mentioned his Blue Stratos After Shave in the last 'My Cars' feature, it reminded me of one of my first assignments



transporting imported Aqua Brava Cologne from Jeddah to Khamis Mushait some 700 kms through the sand. Turned out this was alcoholic refreshments for thirty expatriate construction workers in a country where alcoholic beverages were strictly forbidden. Strange but true and the punchline was always the price of a bottle of Scotch whisky had gone up by 50 lashes. The



consequences of being found in possession would usually result in prison, a flogging and a deportation on exit only.

I knuckled down and learnt the ropes, got involved in turnkey logistical projects and procurement on a truly global basis. It was good experience, mainly fun, and great tax free loot. I rose through the ranks of Customs Clearance Manager and Branch Manager over a period of years finally getting to General Manager status entitling me to a Buick Skylark with an 8 track and dodgy suspension. This was after a succession of Honda Accords, Mazda 929s and a Chevy Blazer.



Because it was quite difficult as a single fellow on single status I was let loose every three months for three weeks leave. With money burning a hole in my pocket, no wife in tow, there was very little to spend your money on in Saudi. The lure of a quality motor got the better of me and I fell in love with my first Jaguar. A pillarless 1976 two door Red Jaguar XJC 4.2. I can't recall what I paid for it but it was in the local Chelmsford Mercedes dealers, Cambridge Motors, at that time situated down Springfield Road. It was a magnificent example with a black vinyl electric sunroof and light tan leather interior. A real posing tool I took it for an extended holiday break down to Southern Germany and Switzerland, putting it through its paces and thoroughly enjoying the driving experience and its wonderful ride.

After the break it was then parked up in my garage snug as a bug and I departed back to the sand!!! I can't remember at what point it was when I later asked a friend to check the battery for me and to turn it over for me. He did that literally by going out on the A130 and accidentally bounced it off a tree, and rolled it good and proper. He got out in one piece but the car was a write off. The biggest problem being that it wasn't insured for a third party. Luckily I knew the broker who insured the car for me reasonably well. On the understanding that on my every inbound trip to the UK, as an incentive, he was to be rewarded and gifted with 200 Benson and Hedges, he put



the claim through. The insurance paid out the full value as paid. How he did it I don't know but whilst the Jag was no more, I had enough to buy a demo model Mark 1 Ford Granada Ghia in gold with cream leather. It was quickly followed in brief succession by

a BMW 316i and then finally a BMW 525ETA. All of them were used whilst on leave and then traded. Am sure I lost a small fortune in part exchange but it didn't really seem to matter, since I was spending very little money in the Middle East



It was around this time I met my girlfriend Liz who later became my wife. I needed a person who was good in dealing with insurance claims and managing me. We started our married life in Riyadh as part of a new beginning. It was a strange existence for Liz as a woman. She was not permitted to work, to drive, could not go out unaccompanied except with her husband, me. Basically women were treated very much as second class citizens whose place was in the home. Fortunately through our contacts we knew someone at the British Embassy who found Liz a suitable job. Every morning six days a week an

embassy car would collect her and then take her home in the afternoon. She even got paid as a local employee. The time spent in the sand went very quickly and we were able to do plenty of travelling to places only dreamt about, whilst on leave.

After our stint of almost three years together in Saudi Arabia, the time came for a change and my employer came up with a long term plan for me to set up an office on the West Coast USA. From a country like Saudi that took three years to



secure a landline telephone at home, to a sophisticated hi-tech environment with a choice of 21 long distance carriers you couldn't hope for a more contrasting and exciting challenge. Who were we to argue against this? With renewed vigour we came back to the UK, to find a new marital home and I began commuting to the company's Croydon

headquarters. We bought an Vauxhall Astra GTE and ultimately then had to nail down the mechanics of our new life. It was a



few months later, and after a few trips across to the US that we finally crossed the pond for Los Angeles and living the dream. This time I sold the Astra back to the company for the price paid for it.

We settled into a newish rented apartment in Redondo



Beach in the South Bay area. We leased a Black Chrysler Le Baron saloon and bought a Fiat X1/9 Cabriolet.

Super car for the climate - 300 days a year of sunshine can't be bad. It did struggle with the heat though. It was constantly over heating with the temperature gauge rising every time it got near a hill, of which there were lots. It was fun but frustrating in that we had to carry water and stop the car each time the needle started to rise towards the red. Leaning forward with the hill gradient also helped to get the car up and down Pacific Coast Highway (PCH 1), our daily drive into work. A real hardship but someone had to do it. We put up with it for three years travelling throughout the States and when our first born was beckoning when we realised that maternity cover was not included in our health plan, it was time to begin a new challenge at home.

To be continued.....

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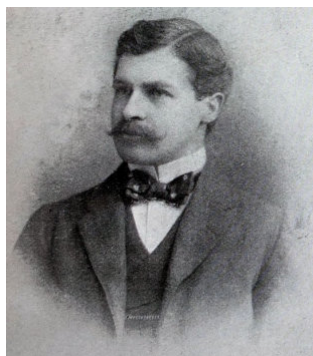
THE ART OF PERFORMANCE

Exclusions apply.

Ornament Origins

During this occasional series we have so far reviewed “The Spirit of Ecstasy” from the UK and “The Dodge Ram” from the US. For this edition, we return to England and to an old, but not yet forgotten manufacturer – Armstrong Siddeley.

The company was created in 1919 as a result of the purchase of Siddeley-Deasy by Armstrong Whitworth. The former known for its production of quality cars, whilst Armstrong Whitworth included aircraft engines, tank parts, torpedo motors and rail cars in its portfolio. Following mergers and takeovers with Hawker Aviation and Bristol Aero Engines, the latter putting paid to car production in 1960, the company became, in 1966, part of the Rolls Royce Group who were interested in its aero engine business. The Sphinx mascot which adorned the bonnets of all its cars was not, however, a product of Armstrong Siddeley, but of its forerunner, Siddeley-Deasy several years earlier.



John Davenport Siddeley founded the Siddeley Autocar Company in 1902 manufacturing vehicles with many items supplied by Vickers based on and including Peugeot parts. The bodies were British built. He then became sales manager of Wolseley, a Vickers subsidiary, later leaving to manage the Deasy Motor Car Company in 1910. His

move was a success, so much so that the shareholders agreed to rename the firm Siddeley-Deasy. So what is the connection with this ancient mythical creature? It is said that when a motoring journalist reviewed a Siddeley-Deasy motor car in 1912, he described it “as silent and inscrutable as the Sphinx”. Siddeley was so impressed that he commissioned an artist to make drawings of the Sphinx at the base of Cleopatra’s Needle by the Thames Embankment in London so that he could manufacture a small statuette to use as a mascot and logo for his cars.

During its 48 year run, the mascot was adapted to reflect the times and fashions as were those of other manufacturers. The earliest incarnations show a



rather prim upright seated creature such as that on a 20’s Four 14, a style that was continued into 1931 when a more relaxed and familiar lying down position was adopted as



seen on the 1935 Long 17 for example. Following WWII, a more stylised Art Deco influenced version was introduced on models which included the Lancaster, Tempest, Hurricane, Typhoon and Whitely, no doubt named as a reminder of their

aero heritage. In the 1950’s, the Sphinx was again modified, this time to include two miniature Sapphire jet engines, situated one on each side of the figurine, for the Sapphire 346 of 1952 – 1958. This



one must have left the old Egyptian Sphinx architects spinning in their pyramids! In its 46th year, the Sphinx returned to its final and more familiar lying down pose, now on the bonnet of the Star Sapphire (1958 – 1960), Armstrong Siddeley’s Swan Song. Interestingly, the Siddeley Sphinx is not the only one to change over the years for it is known that the original Sphinx has endured



at least five face lifts since 1400 BC.

If, having read this, you have the urge to see the real thing, do visit Giza in Egypt where it is situated by the West Bank of the River Nile on the Giza Plateau. It is the largest monolith statue in the world standing over 60 feet (18.300m) high, 241 feet (73.500m) long and 63 feet (19.215m) wide. Far too big to fit on a car bonnet.

Behind The Wheel Quiz

Seen below are stills from films and TV shows. All you have to do is name the movie/TV show and one of the actors/actresses in the shot.



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8



Figure 9



Figure 10



Figure 11



Figure 12

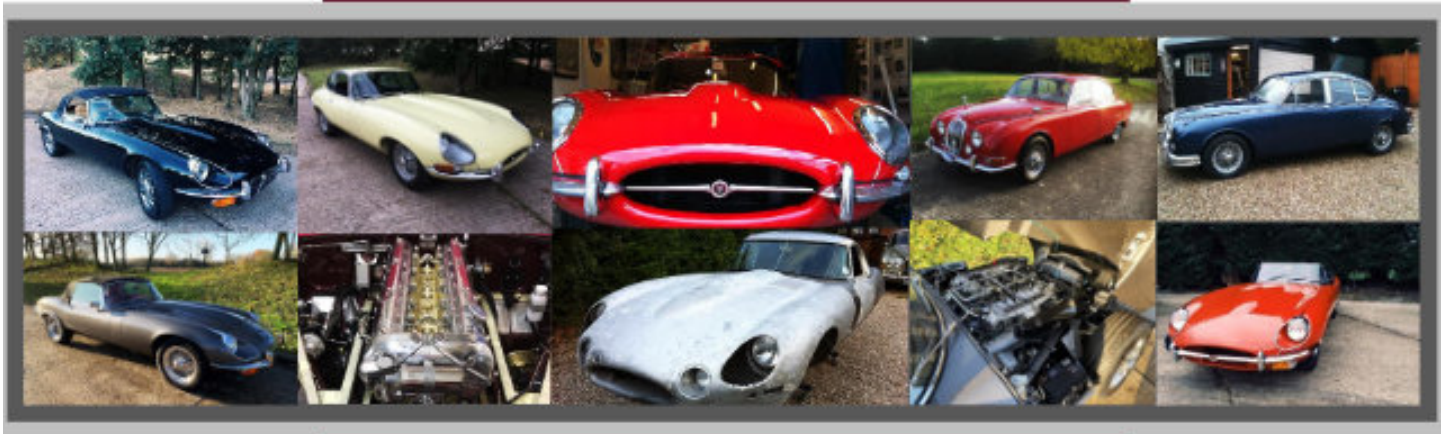


Figure 13



Figure 14

Good luck. 28 points if all correct. Answers in next month's Newsletter



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Wings and Wheels; a Day at Stow Maries



Stow Maries Aerodrome is situated to the East of Chelmsford and to the West of Maldon, Essex and is the largest surviving group of Royal Flying Corps buildings on a WWI aerodrome which was not adapted for further military use later in its history. Opened in 1916 as a base for B Flight, Number 37 (HD) Squadron, Royal Flying Corps, the aerodrome was in the forefront of the forming of Britain's Air Defence in response to the first raids by Zeppelins and Gotha bombers on London and the South East. It played a key role in the WWI Battle For Britain – the First London Blitz – in 1917. It was here that on 1st April, 1918, that Number 37 Squadron (RFC) transitioned to The Royal Air Force (RAF). It continued in this role until spring 1919 when the RAF closed it down and it became once again Flambirds Farm. It was designated a conservation area in 2009 following a belated recognition of its importance, with the surviving buildings being Grade II listed. In 2012, Essex County Council and Maldon District Council bought the site for the nation and placed the management of it to Stow Maries Great War Aerodrome Ltd – a Charitable Trust. Work is ongoing to restore the site.

On Sunday 30th May, Stow Maries opened its doors to visitors arriving to see their air show, museums, surviving buildings and some classic cars AND the sun shone brightly. Visitor numbers, as well as show cars were limited as a result of the Covid regulations in place, but this did not dampen the enthusiasm. Whilst there were fewer cars, their quality more than made up for the shortfall. Our own club fielded an eclectic range of Jaguars from Gary Mitchell's Mk 4 3.5 litre which drew a good deal of interest to the more recent XK's. We even welcomed Colin Cooper

Porsche display did have a nice red 356 but minus door handles. Moving passed a trio of Ford Escorts (was that a real RS2000?) In a separate area, you could find a Bentley and Allard sharing space with some excellent American iron including a rare '46/'47 DeSoto Custom Convertible.



But it was the Air Show that most people came to see and it did not disappoint. There were flights by WWI replica aircraft representing the British and German air forces with flights by Royal Aircraft factory S.E.5 (also known as the WWI Spitfire) and an Albatross from Germany. The former had no brakes, so the pilot had to be careful when landing.



Maybe that's why they wore brown pants. The latter took a little while starting and then eventually taking off. I didn't ask for a ride. We were treated to some excellent aerobatics by, I think, the Red Sparrows and four French built Druine 31 Turbulents which flew under "goalposts" –



very hairy and chased helium filled balloons which they had to burst with their propellers before they gained too much altitude – great fun. I will let the photographs tell the story. And a big thankyou to Liz Croxson for the excellent photographs.

Neil Shanley



in his sign written Morris van. Triumph and MG car clubs were well represented as were the Porsche and Mazda MX5 clubs, the latter showing some very new metal. The





Anniversaries Acknowledged

Last month we featured the E Type with a photograph of Bob King's fine specimen and prior to that we showed Gary Mitchell's 420G also celebrating its 60th year. This month marks the turn of the X Type, now celebrating its 20th anniversary. Looking through our archives, your editor could not find one owned by any current member so we show here a 2.5 litre AWD example formerly owned by Doug Warren.

Launched whilst Jaguar was part of the Ford Premier Automotive Group, the X type marked Jaguar's entry into the premium compact executive market dominated by BMW and Mercedes and was intended to double Jaguar's world-wide sales. However, with total sales of 350,000 units, over an eight year run, it failed to meet its target. Despite this, it was Jaguar's best-selling model for most of those eight years. It would need to be special to challenge the German's dominance but sadly Jaguar did not cover all the bases to be totally competitive in this company. The press reaction did further damage. At the time, Ford did not have a suitable rear wheel drive platform and so they used

a modified version of the front wheel drive Ford CD 132 platform, shared with the Mondeo, and added four wheel drive. This led to some sectors of the motoring press unfairly calling it a Mondeo in a Saville Row suit. This despite the excellent handling properties of the platform – which even Jeremy Clarkson confirmed (the scribblers also conveniently omitted to state that the comparable Audi – another direct competitor - was based on a VW Passat platform).

Model choices at launch simply were not sufficient which greatly limited its appeal. With an Estate three years away, only two large V6 petrol engine options, AWD only and no convertible, the car was immediately at a disadvantage. Whilst the competition produced smaller 4 cylinder petrol and diesel engine options – their biggest sellers, particularly in Europe, and useful estate versions, Jaguar had to introduce these later in the production run, thus losing sales. The lack of a RWD only model did not bode well in such company. FWD only did become standard towards the latter part of its production run. In this editor's opinion, the styling may also have deterred some buyers. It was said that much of this was undertaken in Detroit leaving the British team, then headed by Geoff Lawson, less freedom resulting in, to this scribe's mind, a look of a "squashed" XJ6 displaying none of the modern sleek lines of its competitors.

Nevertheless, it was a well-equipped powerful executive car with a good ride and handling which makes it a great second hand buy – but watch out for rusty sills. It took Jaguar six years from the end of production to launch its successor, the XE, but it is doubtful that what was lost in 2001 will ever be regained.

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Marvellous Mustang



Those of you who attended the May 23rd gathering at North Weald will have seen the latest edition to burgeoning collection of Chris and Marise White. Not a Jaguar this time but a 1965 Ford Mustang 289 notchback, bought a few weeks earlier at auction. Having been stored for the previous twelve years, it was very sound with just a couple of rust spots around the roof area.



Imported from Texas where it had been used for some drag racing, its previous owners made it fit for every-day use but with an interest in racing classic cars, they made some modifications to allow them to go hill

climbing, rallying, sprints and the like. This may be an understatement, so for those technically minded readers, please refer to the list of changes below;

- Kone shock absorbers all round
- Anti-roll bars front and rear
- 650lb springs
- Jaguar XJ brakes with 4 pot callipers, vented discs and braided lines
- Limited slip differential
- Tuned 2.5 inch exhaust with cross bracing pipes
- High compression pistons
- Uprated cylinder heads with larger valves
- Shelby Try-Y headers
- Edelbrock sports cam and manifold kit with a 4 barrel Edelbrock carb
- Mallory electronic ignition
- Racing headers with full flow sports exhaust system
- Mallory distributor
- Supplemental electric cooling fan
- B & M "Tow and Go"
- Hurst shifter, C4 auto 'box
- Bob Ridgard seats
- Moto-lita Shelby steering wheel
- Shelby rev counter and water temp indicator
- 15x7 Minilight wheels and 225/70 Firestone tyres
- External manual engine cut off and immobiliser

However, to my mind, the most striking feature is Carroll Shelby's signature displayed on the dashboard! So how did this come about? Well, it's all to do with those "Terlingua Racing Team" decals and yellow stripe adorning



the car. The decal was designed by Bill Neale, an automotive artist, who used to go on hunting trips to Terlingua near the Rio Grande River with a few friends, including Carroll Shelby. On one trip, he designed a logo for the town which incorporated a Jack Rabbit, the fastest creature in the area on a yellow background representing the hot sunny climate. The 1860 date shown harks back to the town's first race between two horse drawn wagons (which apparently never happened). Shelby liked it and they decided to use it for a fictional racing team. At that time Shelby was establishing the new Mustang as a racing car and, as a joke he placed one of the decal stickers on a Mustang driven by Ken Miles which then won its debut race at Green Valley Raceway in 1965.



Shelby and Neale surreptitiously placed stickers on other cars and the race goers began to take notice of this mysterious racing team. In the 1967 Trans Am season, the logos were stuck onto Jerry Titus's yellow and black Mustang,

adding more credibility to the huge joke. With more serious business booming, Shelby had to drop the spoof team but in 2002 it was revived by a group of enthusiasts in Texas with Bill Neale giving it his blessing by designing the blue and yellow livery. Chris's new acquisition originated in Texas and its former owner, aware of the fake racing team, added the logos and yellow stripe. In 2004, at the Goodwood Revival, he met Carroll Shelby and told him of his "tribute" Mustang. When Shelby saw it, he liked it so much that he signed the dashboard, thus making it a very special Mustang indeed.

Well bought, Chris. Hope to see you out and about in it soon.

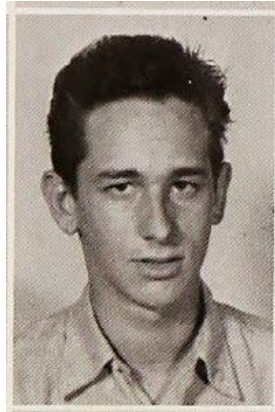
BEFORE THEY WERE FAMOUS

Who did these youngsters grow up to be?

1



2



3



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5



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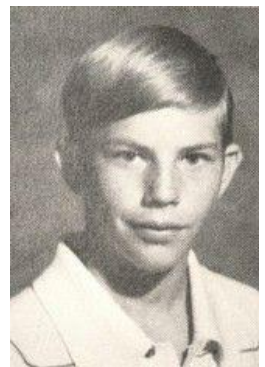
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12



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