

Essex Thameside News

Nº 174, October 2021



Contents

2. Chairman's message
3. Forthcoming shows and events
3. Welcome to the Club
4. Quiz Answers
5. A Look Round Lavenham
7. Past Imperfect
9. Behind The Wheel Quiz
12. Insulation Issues
14. Ornament Origins
15. Famous Quiz



Graham Cook
Chairman and co-editor

cook_gm@hotmail.co.uk

Chairman's message

Hello

And welcome to the October issue of Thameside News. It's encouraging to see that things are gradually getting back to normal as far as the classic car scene is concerned. During August Bank Holiday Sunday we attended the Lavenham Classic Car Show – a first for us as a club – see the article on page five. This outing was swiftly followed by our Peak District Tour in association with Scenic Car Tours. Having been delayed from the previous year, this turned out to be a great success, helped by some welcome good weather. I didn't realize that there was so much to see – museums, places of historic interest and beautiful scenery – all made the trip worthwhile and the hotel had beautiful



gardens. A report will appear in next month's edition. Shortly after this, some members attended The Isle Of Man Festival of Motoring, another trip delayed from 2020. Organised by Scenic Car Tours, over 300 cars were

present and I am reliably informed that this inaugural event proved to be a great success. Let's not forget Afternoon Tea at Lester's. The weather forecast was for showers during the day. Well, they held back until we were seated when the skies opened for a torrential downpour. Fortunately, we had the use of a marquee. A big Thankyou goes to Lester Magness for the use of his facilities. You can read about it next month. October will see activities taking place at North Weald, The Hare in Roxwell, the National Motor Museum at Gaydon and Stoneleigh Park in Warwickshire as well as our Club Night at Langdon Hills. We are looking into booking a Sunday lunch in November. Full details will be given once it is booked.

We are always looking for new venues and shows to visit, so if you know of any either from direct experience or recommendation, then please let me know. It's not too early to start thinking of such for 2022 and the Committee are working hard to provide a broad range of activities, not least will be a touring option. Currently, we will be offering both a Continental and UK based tours. Details will be issued when finalized. These will depend on the Covid restrictions in place at the time – hopefully, not many. We would like to hear from you if you have ideas on places to visit or even re-visit. When considering these, we may obtain a better deal if we go mid-week since most members are retired and may find this timing a better option. A three night break is usually the favoured length of a visit, but a four night option could be had for those who wish to extend their stay.

October sees a new member to the region and the main club – welcome, John Rayner. You can see his details on page 3.

We look forward to seeing many of you at our next club night on Tuesday 5th October. I have checked with Langdon Hills and can confirm that their kitchen will be open so that you will be able to order food if you wish.

Finally, a heartfelt plea from your editors for some input to our newsletter. We need your articles, however long or short together with photographs or illustrations. Don't worry if they are a little rough around the edges or in note format or even just an idea, we will always finesse them for publication. You can write about whatever takes your fancy, it does not have to be car related. Your editor this month is Neil Shanley.

Graham

Other committee members



Neil Shanley
Committee member
and co-editor
neilshanley@btinternet.com



Gill Cain
Membership
secretary
jeccain451@outlook.com



Richard Gibby
Treasurer and Editor
rwgibby@gmail.com



Lester Magness
Events Coordinator
lestermagness1@gmail.com



Bob Cain
Committee member
jeccain451@outlook.com



Ian Croxson
Secretary
ian@thecroxsons.com

Forthcoming shows and events in October–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 next year will be advertised in future newsletters.

JEC Essex Thameside Region show attendances and events:

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 2 October	Breakfast Meet at The Hare, Roxwell, CM1 4LU
Sundays, mornings	Car Meet at North Weald Airfield, CM16 6HR
Sun 3 Oct	Jaguar Breakfast Club, 09,30 Gaydon Nat Motor Museum, Warks CV35 OBJ
Sun 24 October	Jaguar Spares Day at Stoneleigh Park, Warks. CV8 2LG
Sat 6 November	Breakfast Meet at The Castle, Great Leighs, CM3 1NE
Sat 6 November	Jaguar Breakfast Club, 09.30 Gaydon Nat Motor museum, Warks CV35 OBJ
Fri 12 to Sun 14 November	Classic Car Show at the NEC Birmingham. B40 1NT
Sat 4 December	Jaguar Breakfast Club, 09.30 Gaydon Nat Motor Museum, Warks CV35 OBJ

Welcome to the Club

It is reassuring to note that despite the upset caused by the Covid pandemic, interest in joining car clubs is now growing once more. Gill Cain, our Membership Secretary, has reported enquiries from several Jaguar owners. One such who has now joined both the main JEC and our region is John Rayner. You may have seen him at a show a couple of years ago in his '55 MG TF, well now he has added an XK150 FHC of 1959 vintage to his garage. The car has been expertly restored with sympathetic modifications and upgrades to make it a more pleasurable drive for the 21st century. We look forward to more detail in a future edition.



CAR SERVICE FROM JUST £98
DON'T BE FOOLED BY MAIN DEALER CHEAP OFFERS!
01277 810840



NEW AND PART WORN TYRES AVAILABLE

COLLECTION & DELIVERY ANYWHERE IN UK CALL FOR QUOTE!

Guarantee on all parts and labour
Save up to 50% over main dealers
No work done without prior agreement

AJ Servicing and Repairs

BOOK YOUR SERVICE NOW
 01277 810840
 repairs@ajservicing.co.uk
 A127 Southend Arterial Road (London bound), Brentwood, Essex. CM13 3TA

CROWNLANDS GARAGE



FOR ALL YOUR MECHANICAL NEEDS
INC: MOT, SERVICING, TYRES,
DIAGNOSTIC & MORE...

ALL MECHANICAL WORK UNDERTAKEN

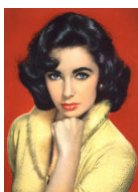


CROWNLANDS GARAGE
 01277 364545
 crownlands.garage@mail.com
 A414 Chelmsford Road, High Ongar, CM5 9NW

Quiz Answers

Before They Were Famous

1 Elizabeth Taylor, 2 Jean-Claude Van Damme, 3 Buddy Holly, 4 Brigitte Bardot, 5 Miranda Hart, 6 Bruce Willis, 7 Brian Wilson, 8 George Clooney, 9 Henry Winkler, 10 James Callaghan, 11 Bill Murray, 12 Kate Moss



Car Quiz

1 Triumph TR6, 2 Fiat Coupe, 3 Austin Montego, 4 Citroen H Van, 5 Vauxhall Ventora, 6 Peugeot 205 GTi 1.6, 7 Dodge Custom Royal Super D500 convertible, 8 Volvo 262 (Bertone), 9 Aston Martin DB7, 10 DeTomaso Pantera GT5-S, 11 AC 3000ME, 12 Lamborghini Urus, 13 Bristol 402 (401 is also accepted), 14 Jensen S Type Tourer, 15 Austin Healey 100M, 16 Chrysler Airflow,





A Look Round Lavenham

Lavenham is a small town in sleepy Suffolk and is noted for its Guildhall, 15th century church and half-timbered medieval cottages. It was in those medieval times one of the top twenty richest places in England. In fact when visiting the town in 1487, Henry VII fined some unfortunate residents for displaying too much wealth. Lavenham's prosperity was derived from the thriving wool trade and, if you were living in the 15th or 16th centuries, was the place to go for blue broadcloth.

Bringing us a little more up to date, Lavenham was home to an American airfield – Station 137, manned by the US Army Air Force 487th Bombardment Group between 1944 and 1945. The airfield has now returned to arable use, but the old control tower remains to this day. The Swan Hotel where many of the US servicemen frequented, still retains the famed tankard that was turned sideways to denote a raid by the 487th. You can see this together with period photographs in the “Airmen's Bar”. The town has featured in several films and TV series including; Witchfinder General, Barry Lyndon, Lovejoy and Harry Potter And The Deathly Hallows. The TV ad for the launch of the Austin Metro was filmed here. But it is not old car advertisements that brought us here today, but the lure of a classic car show being hosted by the town. Held in the Recreation Grounds on August Bank Holiday Sunday, this was the first time we had attended as a club. The cars were displayed in concentric circles, each club occupying



its own segment. The clubs here were diverse and many including; three Jaguar regions, Aston Martin, Mini Cooper, Sunbeam, American, Exotic, Morgan, Dax, Daimler, VW, Lotus,

Porsche, Riley, Rover, Rolls Royce, Bentley, Triumph and Vauxhall, plus several others. I even spotted a Durkopp Diana Sport Scooter. (Look it up)

Together with The Essex and Suffolk Borders Region sited next to us, we fielded an impressive number of Jaguars and Daimlers – the flag ship of the latter being Richard Gibby's latest acquisition, a Daimler Conquest New Drophead from 1956. (See September and this issue of Thameside News for the full story). Another classic Jaguar making its Thameside show debut was new member John Rayner's 1959 XK150 FHC. Also a recent purchase and upgraded for modern motoring, the immaculate Sage Green (I think) coupe attracted a steady flow of interest throughout the show. The quality of the cars on show was consistently high, something I have noticed in post lockdown shows. There were far too many vehicles to describe individually, but I will mention a few that caught



my eye and let the photographs tell the rest of the story.



Universally admired was the white Sunbeam Alpine from 1953. Originally exported to Iraq, its RAF owner escaped overland with it following the 1958 military

coup. Fleeing Baghdad, the car drove through Syria, Turkey, Bulgaria, Croatia and Europe before returning to the UK in 1959. Here the car was restored and given a floor mounted gear lever by its present owner in 2012/14. It was a little smaller than its older cousin parked nearby. I don't know the model or year, but something similar did feature in the film “Casablanca”. There were two large Jaguars present – a Mark IX and a Mark X. Behind the latter stood an imposing





20's/30's Bentley beautifully done, but I suspect its origins lay in the 50's and not in the earlier era of the Speed Six. Exotics were represented by a yellow Lamborghini sitting



eye-catcher as was a red VW Karmann Ghia convertible with whitewalls. Buy one now, they're increasing in value. For Mustang fans, a beautifully painted 289 of 1966 vintage kept company with a Corvette and a rare original



Past Imperfect

Last month I wrote about my new acquisition, a Daimler Conquest New Drophead, and mentioned that it has an interesting history. Let me explain further...

Harry Houghton was born in Lincoln in 1905. He left school at 14 to become an errand boy and later joined the Royal Navy. By the end of World War II, he was a master-at-arms (Chief Petty Officer). After the war, Houghton joined the civil service and in 1951 was attached to the staff of the naval attaché of the British embassy in Warsaw, Poland, a country then behind the "Iron Curtain". However, he started dabbling in the black market, initially in coffee but then also moving on to medical drugs. This made him money and new acquaintances but, together with some heavy drinking, it also brought him to the attention of the Polish Secret Police. His shady activities then took a more sinister turn, when he began supplying military secrets to spies from Poland and their masters in the Soviet Union.

Houghton's wife complained of domestic abuse, perhaps due to his heavy drinking, and there were also concerns that he was mixing with the wrong people. So, in 1952, he was ordered home and assigned to the Admiralty's Underwater Weapons Establishment at Portland where the Royal Navy tested equipment for undersea warfare. Houghton and his wife separated in 1956 and later divorced. Meanwhile, starting from around 1955, he became involved with Ethel Gee, known to her close friends as 'Bunty', who was a filing clerk also working at the Portland base. When Houghton had his access to sensitive papers restricted in around 1956, because he had taken secret papers out of the strong room without the consent of his superiors, he told Gee of his connection to the Russians and persuaded her to assist him in gaining access to documents that he could not otherwise view directly. She passed them to Houghton, who would photograph them and thus make copies. On the first Saturday of each month, Houghton would travel from Portland to London, sometimes with Gee, and exchange packages with a contact



whom they knew as Gordon Lonsdale but who was actually Konon Molody, a KGB agent.

Houghton's drinking did not stop, and it was clear that he was living far beyond his salary. This was brought to the attention of MI5 in 1956 who became suspicious when he bought an expensive car that he should not have been able to afford as a naval officer. MI5 placed him under surveillance, eventually uncovering Houghton's and Gee's activities, and subsequently finding other members of what became known as the Portland Spy Ring. Following their arrest on 7 January 1961, Houghton and Gee were convicted of spying and imprisoned for nine years. But where does my car fit into this?

ROW 900 is a Daimler Conquest New Drophead, one of only 54 ever made. They were priced at £1,918 including purchase tax, (£49,120 in today's money), an expensive car in 1956 compared with a Ford Anglia at £310, Ford Consul at £717 and the big Jaguar Mk VII at £1,693. This car was first registered (under a different number plate) in October 1956 and delivered to Wadham Bros in Southampton, a car dealership that is on the route between Portland and London. It was impounded by the police in Southampton in January 1961, just a day or two after Houghton's arrest. Eighteen years later, in 1979, it was rescued in very poor condition from the police pound and purchased by a London Police Inspector. He was told that the authorities had confiscated the original logbook and that the car would be given a new registration and documents. He was told that on no account could he enquire about the previous (original) owner who had been an "infiltrator" connected with Russia. Indeed, the DVLA gave it a new logbook and have since refused to disclose either the car's original registration or the name of the first owner. The car was then purchased by a Mr Colton, who undertook its restoration in the 1980s, and later two other owners before being purchased in 2012 by my friend who after treating it to fresh paint, has now sold it to me.

So, there you have it. It cannot be proved conclusively, but the overwhelming circumstantial evidence – its cost, the dates and places of its registration and later impounding, its new identity, what the police inspector was told, and the DVLA's subsequent actions – all points to ROW 900 having been owned originally by Harry Houghton, a spy for Russia and the key figure in the Portland Spy Ring. I feel that I should be wearing dark glasses whenever I drive it...

Richard Gibby

SERVICING WITHOUT ANY HIDDEN DANGERS



SERVICING FROM £225 FOR VEHICLES OVER 3 YEARS OLD

A Jaguar service should never come with any unexpected surprises. That's why we only use Jaguar Trained Technicians and Jaguar Genuine Parts at a fixed and competitive price. Because when it comes to Jaguar servicing and maintenance, we believe our customers deserve nothing less than 100% Jaguar.

Grange Jaguar Brentwood

2 Brook Street, Brentwood, Essex CM145LU
01277249500

www.grange.brentwood.jaguar.co.uk

100% JAGUAR

SERVICING FOR VEHICLES OVER 3 YEARS OLD	✓
FIXED PRICE FROM £225	✓
JAGUAR TRAINED TECHNICIANS	✓
JAGUAR GENUINE PARTS	✓
2-YEAR PARTS WARRANTY	✓

THE ART OF PERFORMANCE

Exclusions apply.

o

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

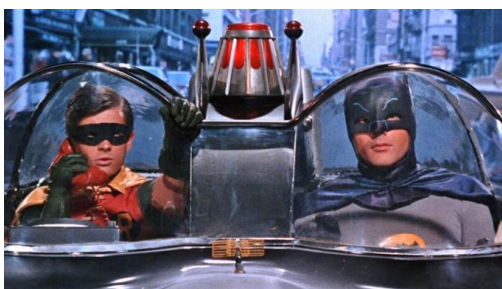
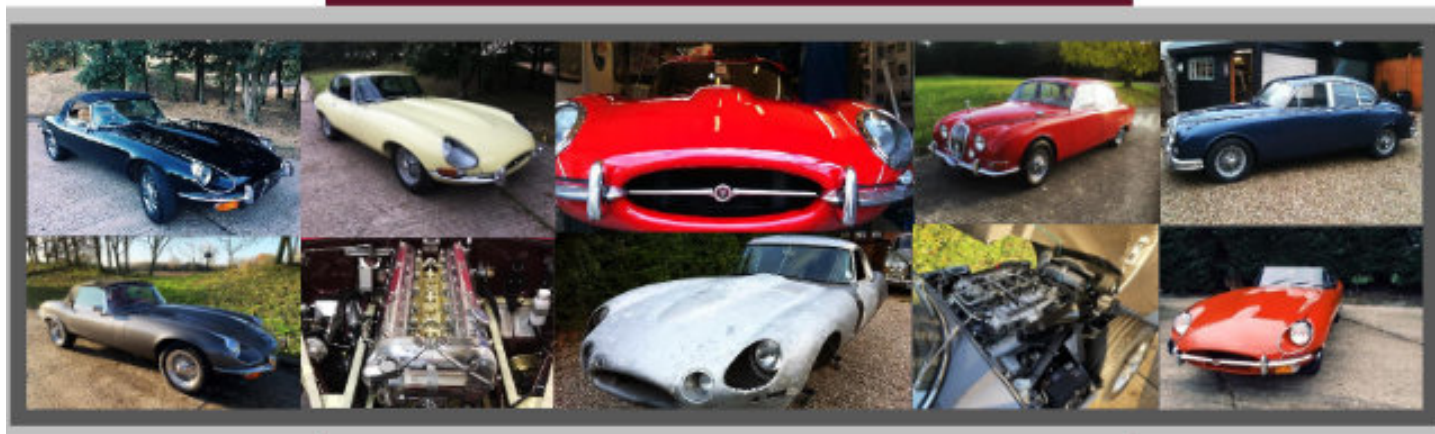


Figure 15



Figure 16

Good luck. 32 points if all correct. (Name voice over actor/actress for Figure 6). Answers in next month's Newsletter



Classic & Vintage Car Craftsmen

For all your Jaguar, Bentley, Rolls Royce and Aston Martin needs

Family run restoration business with over 30 years' experience

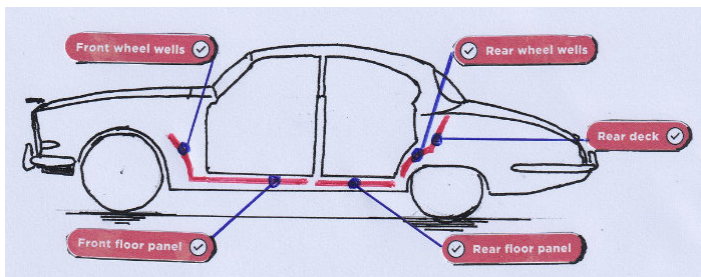


Unit H5 Beckingham Business Park, Beckingham Street, Tolleshunt Major, Essex, CM9 8LZ
www.ptclassics.co.uk | +44(0)1621 869345 | info@ptclassics.co.uk



Insulation Issues

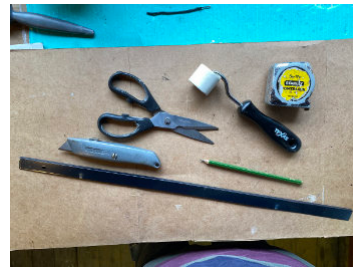
There are many reasons to desire a classic car from a bygone era. Their looks, rarity, the way they drive and, in an increasingly electrifying world, the sound they make. And that last item can sometimes be a drawback. I don't mean the burble of a Detroit V8 or the satisfying smooth purr of a straight six, but the noise that permeates the cabin as your pride and joy is in motion. Rattles, whines, wind, engine and road noise all conspire to render an otherwise pleasant drive into a tiring journey. Am I being a little harsh, after all many of our vehicles are over fifty years old? Luckily, my 420 has no rattles or whines of note, but it does demonstrate its fair share of other forms of noise ingress. Well, Lockdown has gifted us with a bonus of spare time so why not try to do something about it?



Most specialists seem to agree that there are three key sources of noise within a car's cabin; (1) mechanical, (2) wind and (3) road/tyre. The first may include engine, transmission, brakes, exhaust, suspension and rattles from loose or worn parts. The second may be as a result of ill-fitting doors and windows, perished rubber door/window seals, and missing grommets for items passing into the interior. We must not forget old designs as a cause since the science of aerodynamics was not as advanced as it is today. Basically, the noise is a mixture of airborne and structure borne transmission. From my reading of the



subject, the main culprit is reported to be road/tyre noise

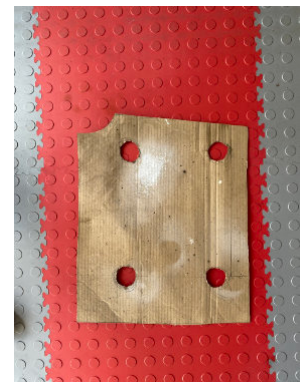
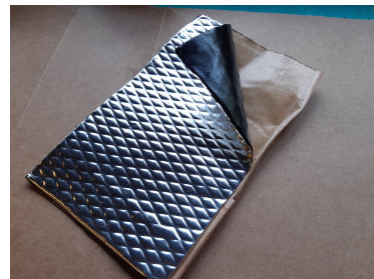


and it is the one most easy to mitigate so maybe I should start with that one.

It seems that the floor acts something like a large diaphragm and together with the wheel arches and bulkheads allows external sound to be transferred to

within the car. By addressing these easy to access areas, I may well reduce much of the internal noise. There is of course a whole bag of science behind this subject which indicates that the sound penetration is dominated by low frequencies (100 to 4000Hz) which can be treated by the addition of acoustic materials which should address the predominant range of 100 to 600 Hz. The product I chose was Noico 80 Mil, a sound deadening 2 mm thick butyl sheet with a layer of diamond patterned aluminium on the upper side and paper backing on the lower adhesive face. It was well recommended AND the patterned aluminium looked rather good.

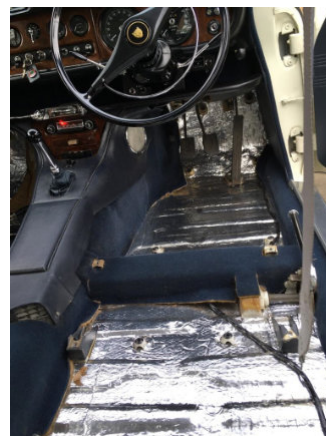
The tools required are few and simple; a Stanley knife, tape measure, pencil, scissors, a small roller (a wall paper edge roller will do), a wire brush, gloves and a vacuum cleaner, not forgetting a couple of spanners and screw drivers to remove the seats. You will find that the Stanley knife is good for long straight cuts whilst the scissors are suitable for short and



curved cuts. Once the seats and carpets are

removed, the insulation fabric below can be taken out. Some may be stuck down, but can still be lifted if you are careful enough, as can small areas of carpet around the perimeter of the floor and seats. Once this is done a wire brush will loosen any remaining fibrous material adhering to the body work ready for the vacuum cleaner. There will be sections of original factory applied anti-vibration pads

remaining. These can be left in place since they are firmly adhered to the body work and would be easily covered by the new insulating material.



The application is simple. Starting with the larger "flat" areas make cardboard templates (important to reduce wastage) then cut out the new sound deadening sheets to size, offer them up the selected areas and, when satisfied as to their fit, peel off the backing paper and press

the sheet onto the metal surface. I found that the paper was easier to peel from one corner progressively as the sheet was pressed down by hand. When the sheet is completely laid, use the small roller

to fully press the sheet down. You will be able to see that this has been achieved when the diamond pattern



becomes smooth. Repeat the process until the floor and bulkheads are covered. Since the floor shape either side of the prop shaft tunnel is handed you will only need templates for half the floor – as long as you remember to turn them over for the other half and make allowance for pedals, hand brake and steering column. Awkward areas such as those below the rear seat squab can be left till last so that waste off cuts can be

used to complete the small infills that will be required. It is

important that no gaps are left between the new coverings and the body work.

With the floors, front foot wells, rear seat base and boot bulkhead sealed, I decided to leave it there and to refit the seats the below-



carpet fibrous insulation and carpets followed by a test drive to determine if there was a noticeable difference. Well, did it work? YES, there was definitely a reduction in cabin noise and my wife thought it was also warmer. For the next stage, I will remove the parcel shelf and centre console to facilitate the insulation of the gearbox surround, but that's for another day. It is suggested that the doors are also covered but with the current improvement, I doubt it will be worth the effort.

The reduction in the road noise has highlighted that originating from the wind, particularly around the front quarter lights. These do have new seals, so I guess I can put up with this, at least for a little while longer. (I believe that design plays a large part in this). Finally, it may be worth checking your tyres since the correct choice of these (and your wheel size) will also affect the level of noise transmitted into the cabin.

Neil Shanley

Tel: 01708 228150 or E-mail: info@essexjaguarspares.co.uk

www.essexjaguarspares.co.uk



ESSEX JAGUAR SPARES



INDEPENDENT JAGUAR SPECIALIST

FOR HIGH QUALITY SERVICING, REPAIRS AND THE SALE OF USED AND RE-CONDITIONED PARTS

JAGUARS WANTED:
ACCIDENT DAMAGED,
MOT FAILURES,
ABANDONED PROJECTS

ELECTRONIC FAULT DIAGNOSTICS
INCLUDING FAULT CODE READING,
WARNING LIGHTS EXTINGUISHED

K & H TRADING ESTATE,
ST MARYS LANE,
UPMINSTER,
ESSEX. RM14 3PA

Ornament Origins

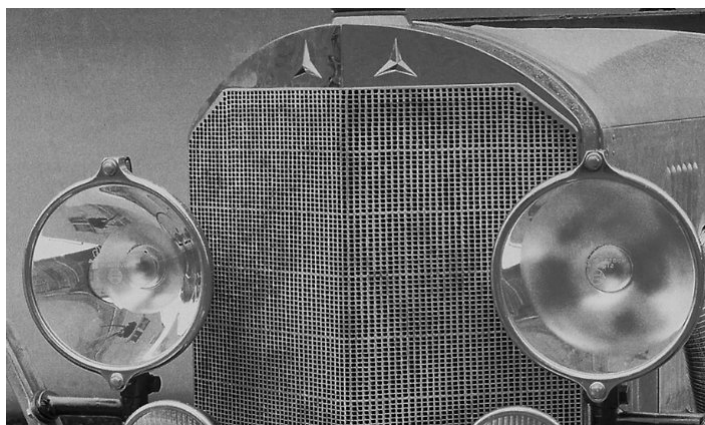


This month in our occasional series, we will take a look at one of the most recognised symbols on the planet – the three pointed star within a circle which adorns all Mercedes-Benz vehicles. Sometimes called a gunsight, it has been with us for nearly a century, but how did this simple motif originate?

Back in 1909 Mercedes-Benz did not exist as a single entity but as two separate companies – Daimler-Motoren-Gesellschaft (DMG) and Benz & Cie. The Chairman of the Board of the former, Alfred von Kaulla, wanted an easily recognisable symbol for company's Mercedes-branded cars. The chosen idea came from Adolf and Paul Daimler, sons of Gottlieb, the founder. They based their idea on a design used by their late father when he was technical director of Gasmotorenfabrik an engine factory in Deutz.



He drew it on a post card of the area to denote the location of his family home. Its three pointed star shape could also be interpreted to signify DMG's engine uses on land, sea and air. It became their official trade mark in 1911. Early examples of vehicles built by the company often used the star affixed to the front face of the radiator, usually



made of the same metal as the radiator shell, as seen on the 24/100/140 ps. In 1916 it was modified now with the star appearing within a ring together with the word "Mercedes", a similar design to that which it would become after the merger with Benz Cie. In 1921, DMG registered a star in a ring, which became their trade mark in 1923. This simplified version stood on the top of the radiator making

the brand more easily recognisable, particularly at speed and has been in use continually until more recent times.



In a similar time frame to the above, the Benz Cie Company was designing their own logo. This consisted of the word "Benz" surrounded by laurel leaves set into a circle to signify their racing heritage, becoming their official trade mark in 1910. Following the DMG and Benz merger in 1925, the 1921 star and circle DMG logo and the Benz circle with laurel were brought together with the words "Mercedes" moved to the top and "Benz" to the bottom of the perimeter which also contained the laurel leaves. The three pointed star replaced "Benz" in the centre. The logo has little changed over the life time



of the company, but in the 1930's a flat version was fitted to the centre of the



radiator in their racing cars for aerodynamic reasons. This version was fitted to the first road going model, a 300SL in 1952 and has been used on their sports models ever since.



Today the logo lives on, little changed except for its location which is now to be found centrally mounted on the grille on all its cars.

Neil Shanley

BEFORE THEY WERE FAMOUS

Who did these youngsters grow up to be?

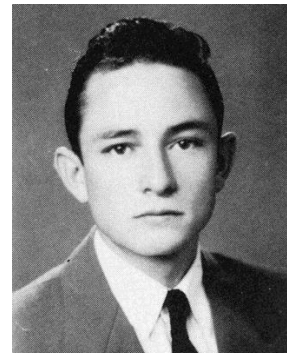
1



2



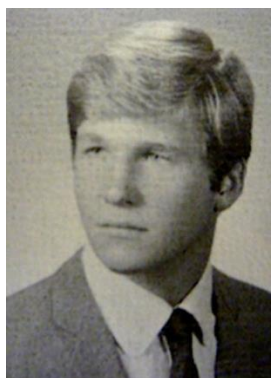
3



4



5



6



7



8



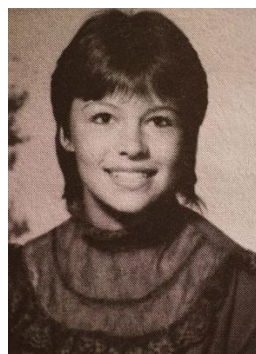
9



10



11



12



THE NEW ALL-ELECTRIC I-PACE

STRAY FROM
THE PACK.



The new I-PACE. Jaguar's first all-electric performance SUV. 292 mile range.* Ground-breaking cab-forward design. Intelligent interior space. And underneath, 400PS that delivers 0-60 mph in 4.5 seconds with zero tailpipe emissions. Not all cars follow the same pattern.

Contact us to book a test drive.

Beadles Jaguar Southend

Cherry Orchard Way, Rochford, Essex, SS4 1GP
01702 808 080

www.group1auto.co.uk/jaguar

A BREED APART

Fuel consumption: N/A. CO₂ Emissions: 0 (g/km). EV Range: Up to 292 miles. *EV range figures are based upon production vehicle over a standardised route. Range achieved will vary dependent on vehicle and battery condition, actual route and environment and driving style.