

Essex Thameside News

Nº 177, January 2022



Contents

2. Chairman's message
3. Back In The NEC; Part One
6. More Classics From The NEC Show
7. Answers To Last Month's Quizzes
8. Making Light Work
10. Caption Competition
11. Behind The Wheel
13. Ornament Origins



Graham Cook
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Chairman's message



At the time of writing, our Government are fortunately not imposing any further Covid restrictions upon us for the Christmas period, however, it does sound like restrictions may be imposed prior the New Year. What these will be, we can only surmise, but it seems like venue passports, size of gatherings and types of venues may well be subject to restriction. At this time, we are intending to hold our first club meeting of the New Year at Langdon Hills Golf Club on Tuesday 4th January. Of course, this will be subject to any changes or restrictions announced by our leaders. I will email our membership closer to the date to update everyone accordingly.

We had a good attendance of 36 people at our December club night. The sausage rolls, mince pies, crisps and savouries certainly went down well. Our raffle had a large number of prizes, including many items gifted by members, whom we would like to thank. We held our splendid December quiz which was kindly drawn up by Gill & Bob Cain. It certainly tested everyone's grey matter. I felt that

the evening flew by, and it was good to see so many chatting and having a good time.

Stow Maries Great War Aerodrome have kindly invited us back to attend their Wings & Wheels Day, on Sunday 29th May. We will again have free entrance for our Jaguars and drivers. I am hoping to be able to arrange free access for one passenger as well. Last year everyone made their own application to the Aerodrome directly, mentioning our club. For 2022 they have asked for us to collect the names of members, and the details of their cars and registration numbers. If you would like to attend, please email me with your details. They have a limit on the number of vehicles that will be allowed to exhibit and the list will close without warning, so don't leave your application too late.

Drive-It-Day 2022 will take place on Sunday the 24th April. We are closely looking at a couple of options and hope to have a decision on the event we are going to do by time of our next Newsletter. We are planning a Sunday Lunch to take place in February, we will make a booking once we know where we stand, with regards to Covid and any restrictions. We are always looking for new places to visit – whether shows or places of interest such as museums or stately homes. If you have been to such a venue or know of one which you would like to see, then please inform the committee who will be happy to include it on the list.

In this month's Thameside News, we have the first of two reports from November's NEC Classic Car Show (See photo; NEC Hall 1) to round off the season, some tips on classic car light replacement, a review of some well-known bonnet mascots and the return of our Caption Competition. Our "Before They Were Famous" quiz is taking a break, but there is a "Behind The Wheel" quiz to test your cinematic knowledge. The committee and I would like to thank everyone that contributed articles over the last twelve months to our Newsletter which this month has been edited by Neil Shanley. Currently, we have no articles from members to include within our coming Newsletters. Without these we cannot maintain the content so please keep them coming. They do not need to be club or car related, just anything that you think may be of interest, or amuse our fellow readers.

Let me close, by wishing everyone a Happy Christmas and a Prosperous New Year. May it be a Covid free as possible.

Graham Cook

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Back In The NEC; Part One

It has been a couple of long years since we made the journey to Birmingham's National Exhibition Centre to visit The Classic Car Show, the traditional finale to the classic car year. But with the easing of the Covid restrictions, it was with some relief that I was able to book some tickets for this year's show. Taking no chances, I also reserved a couple of rooms for four nights in the Ramada Hotel, Coventry, our regular hotel of choice and all done months in advance. All sorted? Think again! With just a fortnight to go before the show you can imagine my surprise to receive an email politely stating, and I quote; "Your booking has been successfully cancelled for free. We can confirm that your reservation at Ramada Hotels & Suites has been cancelled". Did a real person write this or was it a machine? After a terse 'phone call, I learned that this establishment was now a Covid Hotel – and had been when I booked it!!! My custom now lost forever.

With little time left, I managed to secure what were probably the last two rooms left in the city centre. The hotel was, in a former life, the offices of the Coventry Evening Telegraph for over sixty years now converted into a rather chic hotel whilst maintaining much of its mid-century style. From the original marble external cladding to the "ripple" railings, internal wood panelling, terrazzo flooring and bespoke '50's/early '60's furniture, the building does capture that '50's glamour. An unexpected find and one to which we may well return – although they do need to work on their evening meals quality.



So, how was our couple of days at the Classic Car Show? Very good as it happens. Simply take a nine minute train ride from Coventry and you are in the NEC. Friday is always the best day with smaller crowds making the viewing, and now the social distancing much easier. Surprisingly, the Saturday queues did not materialise. Maybe the pandemic had a hand in the numbers attending. But the additional space between the exhibitors did make the content of the stands easier to view. With over 3000 cars and 'bikes to see, plus the traders stands, we still needed two days to do it justice.

This year the show included electric vehicles such as an early Baker Electric from



1912 – sadly, we seemed to have missed this model, although we did see electric conversions to such popular classics as a Mercedes SL, (R107), a Mini and a Porsche

911 amongst others. Just don't ask the price. TV shows – Wheeler Dealers, Hammonds Workshop, Dream Builds together with celebrity interviews, Silverstone Auctions and Practical Classics Restoration were all present to add some live entertainment. Upon entering Hall 2 we saw the latter attempting to revive and restore a 1971 Marina Coupe which had not run for 30 years. I bought one back in the 70's for Sue which, thankfully, did run. I wonder how they got on.



The Lancaster Insurance Pride Of Ownership stand is a must see for me. With twenty excellent finalists, it is hard to pick a

winner. The silver '82 Lynx Eventer was a definite contender in my view. It was the original factory prototype and owned by the late Rupert Neville Hine – the renowned musician, songwriter and record producer – and brought to the show by his widow. Used as his everyday car, it ferried



such people as Bob Geldof, Chris de Burgh and Tina Turner. My other favourite was a Chevrolet Bel Air



convertible of 1957 vintage finished in a non-too subtle shade of red. For Bond fans, a replica of the '82 Lotus Esprit Turbo from "Your Eyes Only" looked the part. The eventual winner was a yellow Triumph Spitfire.



Continuing the Bond theme, the Sunbeam Alpine Owners Club displayed a replica of the car as used by 007 in Dr No plus a rare Sunbeam LeMans. Meanwhile, over at the JEC stand, the striking Mark X convertible, as seen at Bicester and chosen as

car of the show by Kevin McCloud, was the star exhibit. Also on display was a 2003 X Type Supercharged V6 Estate development car with all-wheel drive. Sadly, it never made it into production. Naturally, there appeared an E type to drool over. A 1961 Roadster that had undergone a very detailed restoration using as many original refurbished components as possible. Incredibly, it had been in storage since 1972 up until this restoration. Adjacent to "our" stand was that of the JDC. With a "fenced off" perimeter, it appeared far less welcoming but it did have some excellent exhibits. More fun was the XJS Owners Club stand, manned by the usual enthusiastic and friendly owners. The star car in my opinion was an immaculate blue Celebration convertible with only 19,000 mile on the odometer and originally part of the Hull Collection.



The Alvis Owners Club displayed some rare and beautifully prepared models



not least the 1950 TB14 and a TF21 which one of the members tried very hard to sell me. But it was the '37

Speed Twenty Five Drophead Coupe with coachwork by Lancefield which impressed us most. Built for the 1937 Earls Court Motor Show, its streamlined Art Deco lines are as eye catching today as they must have been in the thirties. Next door, the Jensen Owners Club included some fine



examples of the marque with a splendid 1960 541 and a large saloon that I had never seen before. Not surprising really since the company only made eighteen between 1946 and 1951. It was a Jensen PW, powered by a new Meadows straight eight 4.0 litre alloy engine. Due to lack of funds, it was not fully developed for production and replaced by Nash engines from the thirties, 6 cylinder Meadows engines, Perkins diesel and Austin engines. All cars were eventually converted



to use the Austin six cylinder engine. Over at the Maguiars stand a host of highly polished vehicles could be found. Amongst the diverse collection were; a Jaguar XK140, a Mercedes SL, a Mini Cooper, a Ford Consul and a Ford Cortina XR6 (yes, you read that correctly – it was built for the South African market), and a Capri Mk 1. To my surprise parked under the spot lights sat a gleaming.....'78



Morris Marina 1.8 Special. With just 39,000 mile travelled and beautifully restored, it was THE best example that I have ever come across. Certainly better than when it was new. Almost makes you want to

own one.



One car which did not appear to be part of a club display just begged to be photographed. It was a beautiful modern re-imagining of a 60's icon - the Aston Martin DB5. Conceived by Bradley Walsh, an ex Rolls Royce Aircraft engineer and latterly of TV fame together with designers Brian Hale and Mark Harrison, as a contemporary take on the classic Touring design. It is manufactured by British Automotive Engineering and is called the Vantare. The donor car is a DB9, but with carbon fibre coachwork and a bespoke luxury interior. A production run of ten cars is planned with a price tag starting at £270,000. Best get my order in.

There is too much to cover in one article, so look out to Part Two in next month's Thameside News.

Neil Shanley

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*Representative Example relates to an I-PACE SE EV400. 0% APR Representative available on new Jaguar I-PACE models at participating Retailers only. With Jaguar Personal Contract Purchase (PCP) you have the option after you have paid all of the regular monthly repayments to: (1) Return the vehicle and not pay the Optional Final Repayment. In this example if the vehicle has exceeded the permitted maximum mileage of 40,833 miles, a charge of 16.8p (including VAT at 20%) will apply per excess mile. If the vehicle is in good condition (fair wear and tear accepted) and has not exceeded 40,833 miles you will have nothing further to pay. (2) Pay the Optional Final Repayment to own the vehicle or (3) Part exchange the vehicle subject to settlement of your existing finance agreement; new finance agreements are subject to status. Representative Example is based on an annual mileage of 10,000 miles. Credit is subject to status and is only available to UK residents aged 18 and over. This credit offer is only available through Black Horse Limited trading as Jaguar Financial Services, St William House, Tresillian Terrace, Cardiff CF10 5BH. Model shown may include optional features and may not be representative of the offer displayed.

**WLTP (Worldwide harmonised Light vehicle Test Procedure) is the new process that has been phased in from 2017, which measures fuel, energy consumption, range and emissions in passenger vehicles in Europe. This is designed to provide figures closer to real-world driving behaviour. It tests vehicles with optional equipment and with a more demanding test procedure and driving profile.

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Answers To Last Month's Quizzes

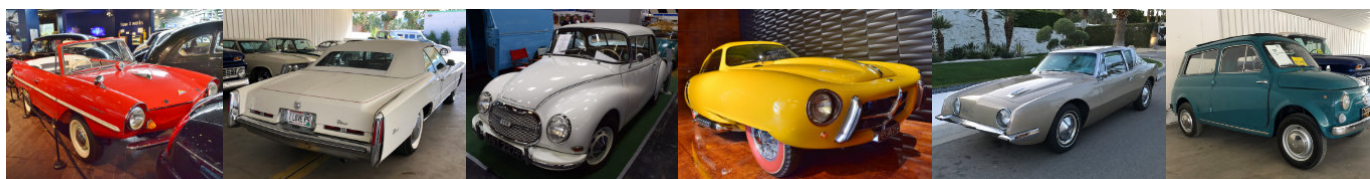
Before They Were Famous

1 Axl Rose, 2 Ringo Starr, 3 Leonard Nimoy, 4 Charlton Heston, 5 Brigitte Bardot, 6 Cher, 7 Marlon Brando, 8 George Harrison, 9 James Brolin, 10 John Lennon, 11 Julio Iglesias, 12 Michael J Fox



Car Quiz

1 Austin A35 Van, 2 Amphicar 770, 3 Aston Martin Vantage, 4 Cadillac Eldorado Convertible, 5 Chevrolet Corvette C1, 6 Ford Consul Mk 1, 7 Daimler SP250 "Dart", 8 DKW 1000 (Part of the Auto Union Group), 9 Austin Healey 3000 MK III, 10 Pegaso Z-102 "Cupola", 11 Ford Sierra Cosworth RS500, 12 Rolls Royce Silver Shadow, 13 Studebaker Avanti, 14 Ford Thunderbird, 15 Vauxhall Viva HC, 16 Fiat Giardiniera



Making Light Work



You know when an apparently simple job turns out to be anything but? Well, this is a prime example. Back in May, 2021, my nearside main beam light failed on my Jaguar 420. Simple, replace the light. But this was a sealed beam unit which seems to have fallen out of favour with halogen bulbs now being the preferred option. Whilst I could source a sealed beam unit for around £26, there is no doubt that halogens are easier to find and give a better light. Since I had previously fitted halogen conversions to the main dip/driving lights during restoration, I felt this was the way to go.

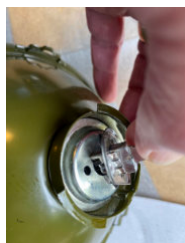
One of my regular suppliers advertised a conversion kit on their website for only a few pounds more than the sealed beam unit, so I ordered two. Unfortunately, when they arrived the following day, there were no actual bulbs included. When I called the company, they agreed with me that their description on the website could easily be interpreted as including the bulbs. They agreed to send the bulbs to me the next day, but there were two types listed, one for over £12 each and Lucas branded ones for around £3.50 each. Which to choose? It was agreed to send the Lucas bulbs which they sent free of charge. When I came to fit them to the new lamp assembly, I noted that the locating lugs on the bulb flange were slightly too large to fit



into the hole for them on the assembly. A small 4 mm drill did the trick in no time.

The next issue was the location of the connector spades. The earth was fixed

to the backing assembly whilst the power was located centrally on the bulb. My existing connector block would

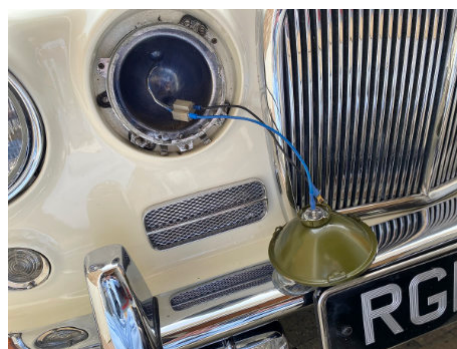


not, therefore be suitable. I made extender connections which solved the problem. Meanwhile, my supplier rang to see how I was getting on. They agreed to send, again free of charge,



the more expensive bulb to determine if it at least would solve the hole size/lug problem. It didn't. The two were practically identical.

Having rehearsed on the nearside, it was relatively easy to replace the offside light and both now work



well. Apart from the slightly increased convex shape of the lamp lenses and the better light, you cannot tell they have been upgraded. In my discussions with the supplier, I did advise that there were no rubber boots offered with the assemblies.



This would mean that moisture could enter the bowl of the assembly and may tarnish the reflector. This is something that I will need to address sometime soon when I can source a suitable part. Having recently checked their website, I could not find this particular conversion listed, maybe they have acted upon our discussions, so full marks



to them.

Neil Shanley

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Caption Competition

Opposite is a photograph which I took at this year's Classic Car Show which appears to show John, Dennis and Steve looking at something on or near the floor. Please add a suitable caption. The winner will receive a mention in next month's Thameside News and a no expense spared free raffle ticket.

Email your suggestions to; Graham Cook whose address is shown on page 2.

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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

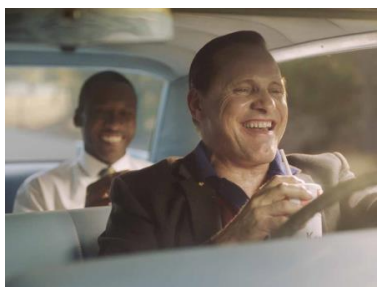


Figure 7



Figure 8



Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14



Figure 15

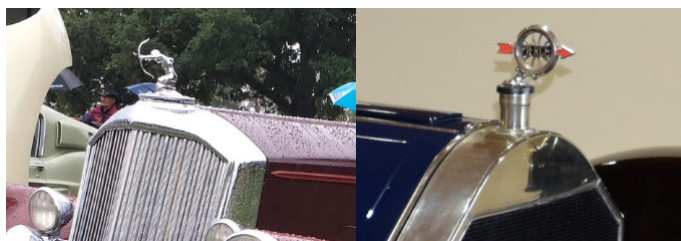


Figure 16

Good luck. 32 points if all correct. Answers will be in next month's Newsletter.

Ornament Origins

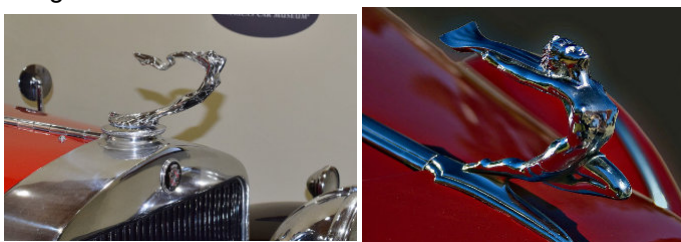
As we have seen from previous articles in this series, bonnet mascots have been with us since the early days of motoring with well heeled owners specifying a figurine, often of their own design, to grace the radiator of their chosen automobile – The Spirit Of Ecstasy being a prime example. Manufacturers did install temperature gauges to their radiators also for many common makes, but, as time went on, these were gradually moved to the interior dashboards thus leaving space for a mascot of their choice which would relate to their vehicles. Most disappeared in the fifties but some survive to this day, the most notable being those of Rolls Royce and Bentley. A few makers soldiered on into the late sixties/early seventies, the most obvious being Jaguar. For this article we will cross the pond and take a look at some of the more flamboyant offerings from the prolific American brands in the early 1900's to the middle of the century.



Often these mascots would have a direct relationship to the name of the company, none more so that the figure of an archer from Pierce Arrow (1901 – 1938). It was designed by W.N. Schnell and formally known as "Tireur d'Arc". Shown here with the Archer is an alternative also used but with a similar theme. Similarly, General Motors' Pontiac division features the head of a Native American, Chief Pontiac, complete with full head dress. By the early fifties, his head was incorporated into a jet plane reflecting the dawn of the "Jet Age".



Most designs related to speed and what better way to portray this than placing "Flying Ladies" on the prow of the vehicle? Cadillac, Plymouth and Rolls were amongst several that used this popular idea, but Buick's "Goddess" mascot as used on the thirties cars was particularly eye-catching. The emblem features a dancer, entirely nude except for her long flowing scarf. It is said to be based on Isadora Duncan who died when her long scarf became caught in the rear wheel of



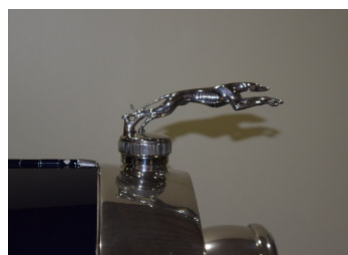
the open sports car in which she was travelling. (Some say it was a Bugatti, others an Amilcar).

Some companies offered more than one option for a mascot over time, Packard and Lincoln are two such examples. The former again used a speeding lady approach to its chosen design which depicted a "Goddess Of Speed" figure whose arms were outstretched clutching a tyre. (Some wags said that she was just chasing a doughnut) Arguably the more elegant alternative was "The Pelican" which



was based on the crest of the Packard family.

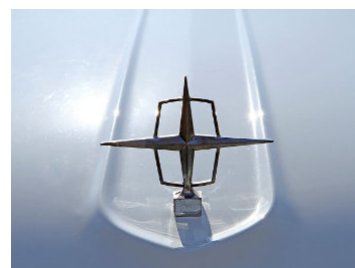
Sometime later it was also referred to as "The Cormorant". Whatever the ornithologists say, it still looks very stylish. Lincoln, a division of the Ford Motor Company, adhered to the popular speed image for its



mascot but this time using a greyhound extended at full throttle which, they claimed represented speed, grace, beauty and endurance.

However, their most recognised one, currently still in use, is "The Lincoln Star" which is said to have

evolved from the crest-style logo used on 40's Lincolns and later placed on the bonnets of the Continental Mk II of '57/'58 which were then marketed as a separate Continental brand. When this division closed, the mascot was then used for the entire Lincoln car model range. (Did you know that the company is the only US manufacturer to have been named after a President.)



There are many more stylish mascots from the "golden days" of motoring which we will review in further issues. If you have missed any to date, you can find them in our Newsletter section on our website;

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Neil Shanley



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