

Essex Thameside News

Nº 183, July 2022



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Graham Cook
Chairman and co-editor

cook_gm@hotmail.co.uk

Chairman's message

Welcome to the August edition of our newsletter.

As many of you will know, one of the longest and hardest-working members of our club, Mary Monk, sadly passed away in June. She will be greatly missed by so many of our club members. Please take the time to read the eulogy on page four.

Geoff has told us that members that knew Mary well and who would like to pay their respects are welcome to attend the funeral, which is taking place on Friday 8th July, at 1.30 pm, at the Bentley Crematorium, Ongar Road, Pilgrims Hatch, Brentwood, CM15 9RZ. Those attending are asked to wear a coloured shirt rather than a white one.

Please note that July's Club Night will be taking place one week later than usual, on Tuesday 12th July. This is due to an important golfing event which is taking place at Langdon Hills Golf Club on the first Tuesday in July, our usual date. After July, we will revert to the first Tuesday of the month as normal and August's club night will be on 2nd August. The number of members attending at recent club nights has been down from our usual strong attendance, so please do come along and join us.

Where has the time gone this year? We are now halfway through the year, well into summer with some warm, sunny weather and long, pleasant evenings. We have been very fortunate at most car shows and events that the weather has remained dry most of the

time; long may that continue for the remainder of this year into autumn!

On Sunday 19 June, several members attended the Blackwater Country Show near Maldon and our thanks go to Lester Magness for organising our group.

Also, of course, in mid-May some members went to Brooklands, near Weybridge, for the national JEC's celebration of the centenary of the Swallow Sidecar Company, SS Cars Ltd and Jaguar Cars. Neil Shanley wrote a summary in last month's newsletter and, on page 6, you can read Doug Warren's account of his experiences there, which included a dinner hosted by Tony Jardine, Sir John Egan and others, plus a visit to the wonderful Robert Lewis Collection.

In July, some of our members are planning to join the 'Celtic Classic' tour of Ireland, organised by Scenic Car Tours for the national JEC and with Jaguar as the 'marque of honour'.

Also in July, at least one member will be going to the Le Mans Classic; I will be asking Steve Rider to give us a slide presentation on his trip on club night after his return and maybe we can look at organising a group booking for the next Le Mans Classic in 2024?

On Wednesday 13th July, we have a JEC & Pirelli Performance Evening at 6.30–8.30 pm in Jet Wheel Tyre, 223 Church Rd, Thundersley, South Benfleet, SS7 4DY. A full buffet will be laid on and I'm told they will have some great deals on tyres on the night. Unfortunately, at this time I've only received interest from a handful of members and, without more interest, we may have to cancel, which would be a shame. So, if you would like to go please contact me!

Graham

Other Committee Members

	<p>Ian Croxson Secretary and Membership Secretary ian@thecroxsons.com</p>		<p>Richard Gibby Treasurer, Webmaster and Editor rwgibby@gmail.com</p>
	<p>Lester Magness Social Secretary and Events Coordinator lestermagness1@gmail.com</p>		<p>Neil Shanley Committee member and co-editor neilshanley@btinternet.com</p>

Shows and events in 2022

JEC Essex Thameside show attendances and events:

Sun 10 July	Orsett Classic & Vintage Car Show. Orsett Show Grounds, RM16 3JN. To attend, please contact Graham Cook
Tue 12 July (changed)	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Wed 13 July	JEC & Pirelli Performance Evening, 6.30 - 8.30 pm, at Jet Wheel Tyre, 223 Church Road, Thundersley, South Benfleet, SS7 4DY. Includes buffet. To attend, please contact Graham Cook
Sun 24 July	Hyde Hall Classic Car Show, Buck Hatch Lane, Chelmsford, CM3 8ET. To attend, please contact Graham Cook
Sat/Tue 2 August	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Sat/Sun 13 & 14 August	National JEC's Festival North at Newby Hall
Sun 28 August	Lavenham Motor Show, Lavenham, Suffolk. To attend, please contact Ian Croxson
Tue 6 September	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Sat/Sun 10 & 11 Sept	National JEC's The Centenary of Jaguar 'Jags on the Prom', Blackpool
Tue 4 October	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Tue 1 November	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Tue 6 December	Christmas Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY

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

Sat 30 July	Hilton & Moss 'Coffee & Cars' tour of the showroom, restoration workshop, storage and bodyshop facilities, 9.00–12.30 p.m. at Hilton & Moss, Raynham Road, Bishop's Stortford, CM23 5PN. Includes bacon bap (plus non-meat alternatives) and drinks. To attend, please notify Graham Cook before 21 July
Sun 7 August	Helmingham Hall Gardens Festival of Classic & Sports Cars
Sun 21 August	Hedingham Castle Classic & Vintage Car Show, CO9 3DJ (pre-1986 cars only).
26-28 August	The Silverstone Classic, Silverstone Circuit, Northants NN12 8TN
11-13 November	Lancaster Insurance Classic Motor Show, NEC Birmingham

plus: Classic & Interesting Car meetings, Little Easton Manor, Park Road, Little Easton, Great Dunmow, Essex CM6 2JN on Sun 3 July and Sun 7 August

plus: Jaguar breakfast club, first Saturday of every month at the British Motor Museum, Gaydon, Warwickshire

Christmas 2022

Due to many requests the Club is currently arranging a dinner with dancing for Christmas this year. It is expected that this will be held early December in the Chelmsford area preferably on a Saturday evening. The meals will cost around £55 per person for three courses with a choice of four dishes per course. Appropriate music will be provided by a DJ. A suitable deposit will be required. We would appreciate it if all those potentially interested contact Neil Shanley (neilshanley@btinternet.com). Whilst every effort will be made to accommodate members, tickets will be on a first come first served basis, so please get your order in soonest.

Mary Monk



In June we received the very sad news that Mary Monk, beloved wife of Geoff, passed away after a brave, year-long battle with cancer. She will be missed very much by her family and friends, and by every member of the Jaguar Enthusiasts Club, Essex Thameside.

Geoff and Mary were amongst the very earliest—in fact the ninth—members of Essex Thameside, joining the region on 5 June 1995. They were early supporters of the region's development and Mary served on the committee for at least 15 years, probably more. By the time of our first newsletter in January 2007, Mary was already the region's Secretary and, in November 2010, she also took on the role of Vice Chairman, holding both positions continuously until May 2015.

While she stood down from these roles in 2015, Mary remained an active member of the committee and, indeed, she took on the role of Vice Chairman again in late 2018 until the middle of last year, when her illness forced her to stand down from the committee while she was undergoing treatment.

But these formal roles do not tell the real story of Mary's contribution. Over the 27 years that she was a member of Essex Thameside there have been many changes, but two things have remained constant: Mary's unfailing enthusiasm and humour at club nights, where much laughter could always be heard at their table, and her boundless energy and gift for organising so many social activities and events.

In earlier times, when the region used to put on its own car shows, Mary frequently ran a tea hut or stand providing tea, coffee and cakes for visitors. And more recently, Mary was the main person organising canal trips, lunches, visits and even holidays to Hayling Island and the Isle of Wight. In almost every newsletter since the very first one in January 2007, you will find reports of a dinner, dance or other social event together with a comment to the effect that "we all had a wonderful time and our thanks go to Geoff and Mary for having organised everything". She will be sadly missed by us all.

Mary's funeral will take place at 1.30 p.m. on Friday 8 July at Bentley Crematorium. Family flowers only; the club has donated £100 in her memory to St Francis Hospice.



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Brooklands and the Robert Lewis Collection

Swallow Sidecars / Jaguar Centenary Celebration



Pictured: Robert Lewis

In last month's newsletter, Neil Shanley wrote about the national JEC's celebration in Brooklands of 100 years since the founding of the Swallow Sidecar Company, a partnership between William Lyons and William Walmsley which later evolved into Jaguar Cars Ltd. Doug and Jackie Warren also joined in this event and other activities on 14 and 15 May and here is Doug's account of their experiences.

Arriving on Friday afternoon at the Oatlands Park Hotel near Weybridge, the main venue for guests planning to enjoy the weekend activities, we settled into our spacious and well-decked out hotel room. For the remainder of the day, we watched a number of Jaguar cars arriving, particularly E-Types and predominately with Swiss registrations. They were a contingent from Europe who had arranged a 14-day trip from Switzerland and back, via France, England, Netherlands & Germany, to coincide with the SS-Swallows Jaguar centenary at Brooklands.



On Friday night we joined the Swiss contingent for an evening meal which had been organised in a private dining area of the hotel. While waiting in the bar area for the signal to go into the restaurant, I saw someone very familiar heading into the hotel with his wife. You know when you recognise a person but can't put a name to him? Jackie missed him so she couldn't help. I was racking my brain, when I had a 'light bulb' moment and remembered where I had seen him. He was an actor in the cast of the BBC TV comedy *Mrs. Brown's Boys*, but I still couldn't put a name to him. In frustration, I had to google the series' cast; it was Conor Maloney, who plays Father Damien (on the left in this picture).



Conor Maloney returned to the bar area shortly after finding his room and sat down near to Jackie and me. I struck up a conversation with him until his wife arrived and then we all had a chat about what was going on at the hotel that weekend. They were not part of the event, and it was just a coincidence they had booked into the hotel on the same weekend. They were a very nice couple and it became apparent that the wife's father was very much into classic cars, especially Jaguars. They went out into the car park to take photos of the parked-up Jags, including mine.

On the Saturday morning, a road trip had been arranged to visit the Robert Lewis collection. Tucked away in a quiet part of Surrey, it is the most breathtaking collection of classic cars and memorabilia that one could imagine. Robert and Tanya Lewis started collecting beautiful cars and memorabilia in 2005, taking over from their passion for sailing.

Richard Gibby visited the collection in 2016 and wrote about it on our website ('Petroliana - a brief history'), but the collection has doubled in size since then and they now have over 70 cars on display, ranging from 1903 to the present day. Robert believes in restoring everything back to concours condition. The estimated net worth of his collection at 22 November 2021 was at least \$28.7m.

Who is Robert Lewis? He is a Director and the Company Secretary of Farnham Estates, a property development company, which explains his fortune enabling him to afford his new passion. He regards himself as an art collector, except that his art of

choice is cars. His collection started back in 2005 when, upon visiting Bonham's auction in Monte Carlo he purchased his first car, the Mercedes 300SC shown here.



However, as we entered the building our eyes fell first upon a Koenigsegg Agera R. All the gold striping is made from real gold and the car was a magnet for all that visited.



Robert Lewis has five garages, or perhaps it would be more appropriate to call them his 'man caves'. The other cars in this first garage included an amazing 1939 Lagonda V12, which I believe he said that he raced in the Le Mans Classic some years ago. He also has a 50th-anniversary Shelby 427 Cobra, unpainted in pure aluminium (see photos).



Petrol pumps, trade signs, a Michelin Man tyre inflator, an AA Box from Maldon, Essex (see picture) were on display in his various buildings. He also has his own workshop with two car ramps for working on his cars.

There are more cars to see and some are pictured below.

Unfortunately, his collection is only available to see by invitation, so those that attended the weekend festivities were privileged.



[Cont...]

Saturday night was a Gala night dinner with guest speakers Tony Jardine, Jan Lammers, Andy Wallace as well as Sir John Egan, chairman of Jaguar Cars from 1980 to 1990. It is said that he saved Jaguar from extinction in the early 80's. If you get the opportunity try to get a copy of John Egan's book 'Saving Jaguar'; it really is a good read for Jaguar enthusiasts.



[Pictured: Tony Jardine, Jan Lammers, Andy Wallace, Sir John Egan]

Throughout the food courses, Tony Jardine (motorsport pundit, former driver and former Formula One assistant team manager and currently contracted to Sky Sports as a presenter and pundit on their coverage of F1), reminisced on various encounters throughout his career.

He introduced Sir John Egan, Jan Lammers and Andy Wallace who reminisced about their exploits at Le Mans in 1988 when Jaguar won the race. Sadly, the third member of that racing team, Johnny Dumfries, passed away last year in 2021.

It was an enjoyable evening for the Jaguar enthusiasts.

On Sunday morning we were up with the lark, to attend the celebrations at Brooklands. The weather was mild initially. On arrival at the Campbell Gate entrance, the cars were beginning to back up on to the main road, which caused chaos around the area.

Once through into the area used for parking up, we ventured out and met up with various JEC members, including Chris and Marise White, Neil and Sue Shanley, Steve and Wendy Potter, Gareth & Sheila Jones, to name just a few. There were hundreds of Jaguars parked up as Neil Shanley wrote about in last month's newsletter.

It was an enjoyable weekend and we are now looking forward to our next outing which will be to Beaulieu Motor Museum for the "Simply Jaguar" event on 26th June.

Doug Warren

Answers to last month's quizzes

Cinemojis

1. 12 Angry Men
2. Psycho
3. The French Connection
4. The Godfather
5. Gone with the Wind
6. Roman Holiday
7. Titanic
8. Die Hard
9. The Third Man
10. Planet of the Apes
11. West Side Story
12. Blade Runner

Behind the Wheel

1. Cannon (William Conrad)
2. The Ipcress File (Michael Caine)
3. Car 54 Where Are You? (Joe Ross, Fred Gwynne)
4. The Great Race (Jack Lemmon, Peter Falk)
5. The Bourne Supremacy (Matt Damon)
6. Man from UNCLE (Robert Vaughn, David McCallum)
7. The Persuaders (Tony Curtis)
8. John Wick Chapter 2 (Keanu Reeves)
9. Star Trek (William Shatner, Leonard Nimoy)
10. Mission Impossible: Fallout (Tom Cruise, Sean Harris)
11. The Ipcress File (Joe Cole, Lucy Boynton)
12. Goldeneye (Pierce Brosnan)
13. The Dead Pool (Clint Eastwood, Evan C Kim)
14. The French Connection (Gene Hackman)
15. Brannigan (John Wayne, Judy Geeson)
16. Hell Drivers (Stanley Baker, Wilfred Lawson)

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Wings and Wheels

A return to Stow Maries Aerodrome

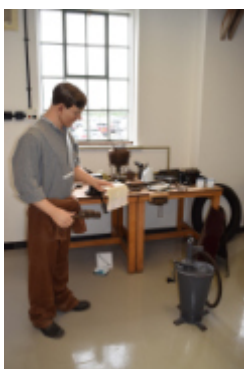
Stow Maries aerodrome in Essex is situated to the east of Chelmsford and to the west of Maldon, within an area of gently-rolling farmland. It is the largest surviving group of Royal Flying Corps buildings on a World War I aerodrome that has not been adapted for further military use later in its history.



Formerly a farm, Stow Maries aerodrome was opened in 1916 as a base for B Flight, No. 37(HD) Squadron of the Royal Flying Corps. The aerodrome was in the forefront of

Britain's air defence, formed in response to the first raids by Zeppelin airships and Gotha bombers on London and the southeast. 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, 37 Squadron transitioned from the Royal Flying Corps to the Royal Air Force and it continued until spring 1919 when the RAF closed it down. Thereafter it became once again Flambirds Farm and reverted to its age-old farming role. The existing buildings were repurposed or converted to residential and agricultural use and the airfield turned over to pasture.



It was designated a conservation area in 2009 following a belated recognition of its importance, with the surviving buildings being Grade 2 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 to restore the site continues.

Wings and Wheels is Stow Maries' opening event of the year and, amongst other attractions, it features a flying display and a classic car meet.



Unfortunately, despite glorious sunshine in the days leading up to the event, the weather disappointed on the day; a cool wind, ominous dark foreboding clouds and rain showers for much of the day really placed a dampener on the day's activities. This, combined with the "London Cycle Event" held on the same weekend (causing major disruption to some of our members' journeys), may have been the reasons for what seemed to be a smaller-than-anticipated turnout of classic cars and fewer visitors.

The original buildings on site are gradually being restored and those that have contain displays telling the story of aviation's early years in UK defence and



housing examples of pioneering communication systems, mock-ups of officers' quarters, a Ford Model T (replica?) and records and accounts of WW1 bombing raids on the local area. A good haven from the rain.

An amusing outdoor treat came in the form of a squad of WW1-era soldiers together with a Sergeant Major performing square bashing routines. If you need to remake "Dad's Army", they are top choice.



Whilst awaiting the afternoon's flying display we took a look at some of the four-wheeled offerings. Our club fielded around 15 cars (after about five no-shows), including three Mark II's, a brace of E Types, XK8s both convertible and coupé, a 420, and two XJSs, one convertible and one coupé. Ray Holder brought along his V12 XJS freshly repaired after the fire in his catalytic converter which badly damaged said item and the leather seat above. Much more on that next month.



The Aston Martin Club display was eye catching, but the star in my opinion, a Silver Birch DB5, did not form part of this group, having been parked nearby adjacent to a yellow, steel-bodied Ferrari 308GTB which only could manage 12 m.p.g. according to its owner.



The Aston Martin line up did, however, include what looked like a DBR1 of the type which competed in the



Le Mans races of the fifties alongside the Jaguar D Types. I am informed that these racing Astons can change hands for over £20M, but I think this one may have been an

ASMR1 Le Mans replica. I am told that even these replicas can be worth anywhere between £130K and £400K, although I wonder how it all works with the DVLA who now seem to be clamping down on such reproductions.



Amongst older models a 1931 2.2-litre Vauxhall convertible in cream stood out, particularly with the beautiful but pedestrian-unfriendly, hawk-like bonnet mascot.

A slightly newer '36 Ford V8 4.4-litre parked nearby, also a convertible, was equally desirable, particularly whilst sitting on a set of whitewalls.



Rarities at the show also came in much more modern form, like the 1967 Datsun Bluebird Deluxe 1300. In pristine condition, I cannot remember ever seeing one of this vintage.





I loved the Ford Classic, for once restored to a high standard, from 1961. It was the earlier column-shift, four-door 1340cc with the three-bearing

crankshaft. I owned a later 1500cc with the five-bearing crank and floor-mounted stick; fond memories.

I think everyone will have seen the foreshortened VW split-windscreen van. Very well done, but does that reduce its price in line with the chassis?



The States were represented by some very good examples: a lightly customised, red, 1940 Ford Deluxe was keeping company with an equally red, early 30's Ford V8 convertible also in receipt of the customizers' scalpel.



I admired the '49 DeSoto 5.0 litre convertible towering above Roger Petherham's Mark II parked alongside.

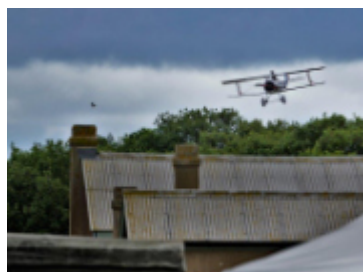


And what of the Air Display? Well, it did get off the ground at about 13.30 hrs with an opening act by the Red Sparrows display team. The display consisted of a Slingsby T67M Firefly, a Yakovlev Yak-52 and a Chipmonk MK22 performing both formation and solo flying.



Looking at WW1 aircraft, the first off the runway was a Bristol Scout (reproduction). This was followed by the RAF BE2e and Albatross D.Va

replicas, both manufactured in New Zealand. No. 37 Squadron in Stow Maries had used the BE2e for defence against the Zeppelin raids on London during the First World War. They were also flown in The Battle of Arras during 1917 where they suffered heavy losses.



A Nieuport 17 replica was also flown in the show and the Tiger Club were on hand to show off their flying skills piloting a Tiger Moth, a Stampe SV4 and a Mundry CAP.10.C.

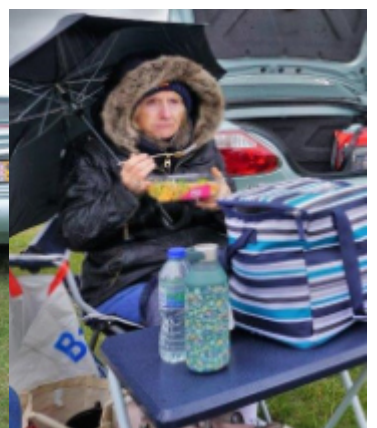
The day's flying concluded with The Tiger Club Turbulent Team performing formation flying, limbo flying, flour bombing and balloon busting whilst piloting Druine D31 Turbulents.



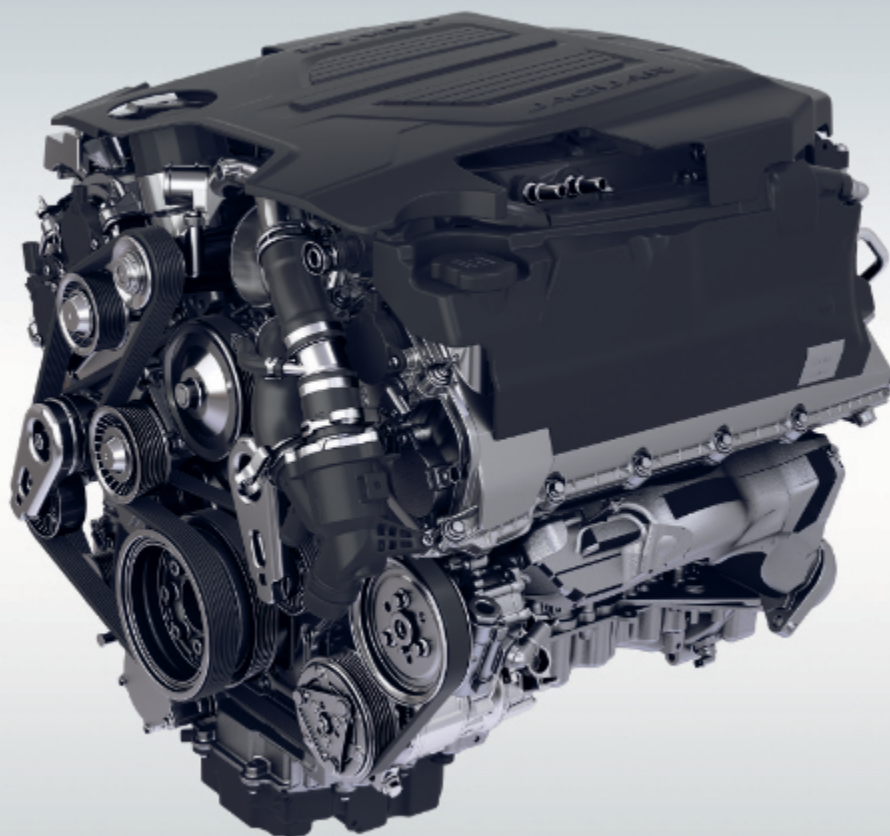
I think the show could be improved by a slicker entrance procedure and an earlier start to the availability of food and drink. A 9:00 am opening for rolls and tea is too late for people who have been there since 08:15 and the café only opening for breakfasts at 10:00 am and closing at 11.30 am is not good enough. Otherwise all okay. Let's hope for better weather next year.

Neil Shanley

with thanks to Liz Croxson for her photographs



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THE ART OF PERFORMANCE

Exclusions apply.

July 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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Quiz - Chocolate Choices

Work out the chocolate or sweet names from the clues

Example: Sly Giggles = Snickers

1 High class thoroughfare

2 Money making royalty

3 Dark occult

4 Mother's local

5 Clever folk

6 Ten percent pub

7 Sport for princes

8 Good children get these

9 Up out there

10 Even more up out there

11 Dairy holder

12 100% Au

13 Wobbly infants

14 Talk quietly

15 Garden flowers

Quiz kindly provided by Beverly Warren and Steve Rider



Cinemojis Quiz



Identify these films from emojis suggesting the film's title or story elements.

1.



2.



3.



4.



5.



6.



7.



8.



9.



10.



11.



12.





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