

# Essex Thameside News

Nº 185, September 2022



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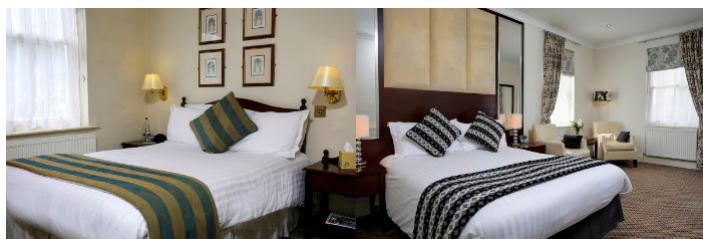
Graham Cook  
Chairman

cook\_gm@hotmail.co.uk

## Chairman's message

Welcome everyone to the September edition of Thameside News edited this month by Neil Shanley. In this edition you will read reports from two of the three shows that we have attended – a belated article from The Blackwater Country Show and a report from the ever popular RHS Hyde Hall Show. Some of our members also attended the Saffron Walden Classic Car Show, a large gathering on the Common with a huge range of vehicles and one well worth visiting, an account of which will appear in October's News. In addition, on page 7, you will be able to follow Richard Gibby's story of his latest purchase of a 1930 Ford Model A Coupe. It is good to see Jaguar owners diversifying their collections. Perhaps we should start a sub section within the club for members' other non-Jaguar cars. At 92 years old this must be the oldest car owned by a Thameside member – unless you know differently. We look forward to Part 2 of the story in October.

On page 4 you will see our 2023 trip to Whitby and The North Yorkshire Moors. It is one not to be missed and there are still some places left. We will be staying in Pickering at the Forrest and Vale Hotel, a 230 year old Georgian Manor House, where we will enjoy three nights B&B, plus a welcoming dinner. There is a choice of four room types, ranging from Standard to Superior to suit all tastes. Pickering is well located with the North Yorkshire Moors, York, Whitby, the Pickering Steam Railway and Thornton le Dale nearby. The latter is just a couple of miles away and as well as being one of the prettiest villages in the country, it is also home to Mathewsons' Auctions, made famous by TV's "Bangers and Cash". We hope to arrange a visit.



Please try to book early to avoid disappointment. Our trip to the Peak District in 2021 proved very popular and enjoyable and this event should be no exception.

Speaking of booking early, at time of writing, we have only four places left for our Christmas Dinner at The Essex Barn, Channels' Estate. This is a splendid venue and can also provide overnight accommodation should you so require. The cost per person is £55, which includes a welcome glass of prosecco, a three course dinner with a choice from four different dishes per course. All will be followed by tea/coffee and mince pies. There is a bar selling soft and alcoholic drinks. Please refer to my recent email for further detail and contact Neil Shanley should you wish to attend.

As the season passes its half way mark, we still have some remaining events to look forward to. As I write this, the Lavenham Show is due to commence within the next few days – and it is a sell-out. Set in the UK's best preserved medieval town, once one of the richest in England, there is a lot to see. Why not pop into The Swan on your walkabout for a welcome drink or a meal in their restaurant? The Silverstone Classic will also have been held. Several members are regulars, so how about an article or two? The coming weeks will be busy, with The Glemham Car Show, North Weald Classic Car Meet, Barleylands Classic Motor Show and The Classic Vehicle Breakfast Club all taking place during September. See page 3 for details.

Finally, it is proposed to introduce some new venues for next year. Be they shows, museum visits, places of interest, or foreign tours your Committee is keen to hear from you. So, please contact us or write in with your suggestions.

Graham Cook

## 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:

Below are listed the remaining events for this year's calendar.

Members are invited to send any suggestions for next year's outings to the committee for consideration. We are looking for new shows and places to visit, hence your input would be much appreciated.

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
Sat 3 December	Christmas Dinner/Disco, Essex Barn, Channels Estate, Little Waltham, CM3 3PT
Tue 6 December	Christmas Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY



Lavenham Show 2021



North Weald 2021

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

26-28 August	The Silverstone Classic, Silverstone Circuit, Northants NN12 8TN
4 <sup>th</sup> September	Glemham Car Show, Glemham Hall, Woodbridge, Suffolk, IP13 0BT
4 <sup>th</sup> September	North Weald Classic Car Meet, Hurricane Way, North Weald, Epping CM16 6AA
11 <sup>th</sup> September	Barleylands Classic Motor Show, Billericay CM11 2UD
18 <sup>th</sup> September	Classic Vehicle Breakfast Club, Muggeridge Farm, Maltings Rd, Battlesbridge, SS11 7RF
9 <sup>th</sup> October	South Essex Classic Car Sunday Meet, Toby Carvery, Runwell RD, Wickford SS11 7QJ
11-13 November	Lancaster Insurance Classic Motor Show, NEC Birmingham
plus: Jaguar Breakfast Club, first Saturday of every month at the British Motor Museum, Gaydon, Warwickshire	





## ESSEX THAMESIDE

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\*Prices are per person and based on 2 persons in a car & sharing a twin/double room  
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North Yorkshire Moors are a breath of fresh air. Consisting of over 1400 miles of tranquil and unspoilt natural beauty; the moors offer a range of England's best natural landscapes. Whether its pine forests, purple tinged heather moorland or rolling hills which appeal to you the moors can offer it all.

North Yorkshire Moors consists of over 1400 miles of tranquil and unspoilt natural beauty. Whether its pine forests, purple tinged heather moorland or rolling hills which appeal to you the moors can offer it all. York's centre is dominated by the towering and awe-inspiring York Minster, one of the most beautiful Gothic cathedrals in the world.

Whitby is a traditional English seaside town boasting both a working harbour and the haunting ruins of its famous abbey which looms over both the town and the North Sea. The town has changed little in a century and here you can enjoy sandy beaches, rock pools and its blend of traditional fisherman's cottages and elegant Georgian townhouses.

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Early Booking Deposit - Just £50.00 Per Person on all bookings made by 4th September 2022, after this date the deposit will be £100.00 Per Person with balance payable 10 weeks prior to departure.

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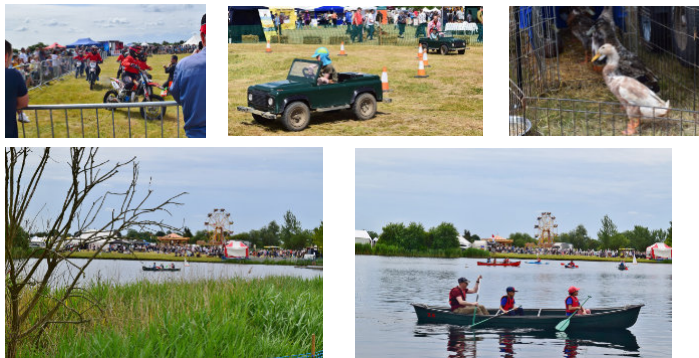




# Blackwater Country Show



The Blackwater Country Show is an annual event held at Heybridge, Maldon and this year marked their 15<sup>th</sup> show. We arrived around 08.30 on Sunday 19<sup>th</sup> June which was sunny – a foretaste of things to come - and joined Lester and other club members in the display area. It was our first time here and the Club's for many years.



The event, in support of the Essex and Herts Air Ambulance, promotes the countryside and related pursuits. This year in the main ring you were entertained by: dog displays, the Tiger Children's Motorcycle Team, sheep dog trials and much more. The adjacent lake provided fly fishing demonstrations, radio controlled model boats and canoeing. Further afield, you could take part in archery or clay pigeon shooting. Various farm animals were present



including Alpacas, heavy horses and ducks. Local produce was on sale in the marquees together with gifts and craft stalls. Country crafts were displayed in the various stands around the site. An adequate supply of food and drink stands were there to satisfy the hungry visitor.



The vehicle sections comprised vintage and modern tractors and farm machinery, classic lorries, military vehicles, a single traction engine (about half scale) and a sprinkling of classic cars. Our club fielded ten of these with probably the same number brought by other enthusiasts - a disappointing turn



out considering the weather, space and facilities. I counted six lorries ranging from UK Scammells to Whites from the US. The military vehicle stand proved interesting to Vaughn and me with Bedford and AEC ex-army vehicles together



with something with a large gun sprouting from it. But it was the Jeeps which gained most of our attention. They were mainly manufactured by Willys Overland and Ford, but there was also a French company represented in the display. Our guide informed us that the French produced Jeeps out of the wrecks left in France after WWII, I couldn't find any reference to this, but the French car maker Hotchkiss did make them under licence after the war. There are some subtle ways to tell which company manufactured them which may be the basis for a separate article.



Another rarity present was a 1946 Studebaker M5, half ton pick-up. It was a right hand drive example exported to South Africa from the South Bend, Indiana Studebaker facility. To compete with the higher volume American truck

manufacturers, Studebaker saved on tooling costs by designing the running boards to be interchangeably on each side and the front and rear mudguards also to be identical. Chassis and dashboards were taken from their cars. These trucks were lighter and more economical than their competitors and sold reasonably well, as did their successor until lack of development eventually made them uncompetitive. This model was being restored by its lady owner.



I hope we can return next year with greater numbers and many thanks to Lester Magness for his organisation and our Essex Thameside members for their attendance.

Neil Shanley



## August Car Quiz Answers

1 Mercury Cougar, 2 Morris Oxford, 3 Cadillac Eldorado, 4 Rover 45, 5 Humber Hawk, 6 Hillman Super Minx, 7 Ford Thunderbird, 8 MG Magnette, 9 Vauxhall Victor 101, 10 Bedford CA Van, 11 Ford Mustang, 12 Ford Granada Ghia X 2.8 Estate, 13 Morris Ital, 14 Aston Martin DB6, 15 Messerschmitt Bubble Car, 16 Standard 10.



## Answers To Round Britain Quiz

1 Brighton, 2 Blackpool, 3 Stockport, 4 Deal, 5 Redruth, 6 Bury, 7 Oldham, 8 Gower (Peninsula), 9 Motherwell, 10 Gainsborough, 11 Selkirk, 12 Tobermore, 13 Stoke on Trent, 14 Swansea, 15 Leeds.

## Answers to Cinemojies Quiz

1 Clockwork Orange, 2 War of the Worlds, 3 Fast and Furious 4 Snakes on a Plane, 5 Three Days of the Condor, 6 Raging Bull, 7 Dr Strangelove (or how I learned to stop worrying and love the bomb), 8 Last Tango in Paris, 9 Duck Soup, 10 Teenage Mutant Ninja Turtles, 11 Top Gun, 12 Dial M for Murder.





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## "A" Comes After "T"

As most members know, after taking early retirement at the end of 2020 I moved from Wanstead in London to a small village in south-west Norfolk. I wanted a house that, without being alone with no near neighbours, had room enough for at least three or four garages so that I could acquire another classic car or two in addition to my Suffolk SS100 Jaguar replica.

I found such a place in Stow Bedon. It had a double garage with room to extend by another two bays and include an inspection pit, which makes things a lot easier. I got planning permission for this in March this year and commissioned the local builder, who lives a few doors along my road and had built the house and garage, to start in May. The garage extension is now almost finished and, by the time you read this, may even be kitted out.

As you may remember from the September 2021 issue of this newsletter, my first extra car purchase was a 1956 Daimler, the Conquest Century New Drophead. However, I've always hankered after another, much older and very different kind of vehicle, the Ford Model A.

Henry Ford was famous for the Ford Model T, which brought automobiles within reach of the average person; previously they had been affordable only by the very wealthy. Introduced in 1908, the first Model Ts were priced between \$825 for a runabout and \$850 for a touring car but, by introducing a moving assembly line and other mass production techniques, Ford was able to keep reducing costs and the price. By 1925, a new Model T was just \$260 for a runabout and \$290 for a touring car. In total, fifteen million were produced.



Incidentally, from 1908 to 1913 the Model T was available in a variety of colours, none of which were black. It was only

from 1914 until 1925 that Ford chose to paint every car "any colour [the customer] wants so long as it is black" to reduce the cost; black paint was cheaper

and, supposedly, also had the shortest drying time of any paint, so enabling Ford to produce cars more quickly. *(The photograph shows a 1927 Model T Coupe in black from the last year of production.)*

Henry Ford was an obstinate man and (justifiably) proud of the Model T; he saw absolutely no need to update it and completely refused to consider any new model, even smashing up a prototype that his deputy had made. However, his competitors were catching up and, by 1925, sales of the Model T were declining. Ford reintroduced a range of paint colours and offered some improvements to the Model T but, finally, he was persuaded by his directors and managers, his son Edsel and his wife Clara, who reportedly threatened to divorce him if he didn't back down, that the Model T must be replaced. The last Model T was produced in 1927 and the first (hence its 'A' designation) of a new range of 'modern' Ford cars, the Model A, was introduced in December 1927.

The Ford Model A is arguably the first modern, mass-produced car. It was the first Ford to use the standard set of driver controls with conventional clutch and brake pedals, throttle, and gearshift (3 speeds + reverse, but no synchromesh). It was available in a



variety of colours and up to 22 different body styles for cars, including "Tudor" (see photo) and "Fordor" saloons, Coupes, Roadsters, Cabriolets and Phaetons, plus up to 11 commercial

vehicle styles including pickups, (see photo) vans and delivery vehicles. The Model A was a huge sales success and, in just four years of production from the beginning of 1928 to March 1932, Ford sold almost five million Model As, more than three times the total number of Jaguar cars ever made.



This means that, even 90 years since the last Ford Model A was made, there are still plenty of good cars and spare parts available, and at relatively modest prices. There are also many suppliers and garages or workshops specialising in the Ford Model A, plus



several thriving clubs and lots of informative and helpful websites and YouTube videos; I would



especially recommend Paul Shinn's YouTube channel.

*(Left, Club stand at 2021 NEC Classic Car Show)*

Given that the Model A was very well designed

for its time, extremely well engineered and made with high quality materials—Ford USA of that era is renowned for its high grade steel which rarely suffers from more than surface rust—and given that the mechanicals are so basic and simple that you can do almost any job at home, the Model A is a very practical proposition. I also love the design, which is somewhat like a 'grown-up' Austin 7, so I decided a while ago that this would be a great car to own and maintain.

Ford did make right-hand drive Model As for the UK market in Manchester but, for vehicle tax reasons, UK cars had to be fitted with a smaller engine which is generally reckoned to be inadequate. They also made cars in Australia, South America and some other parts of the world, but these are often in rather poor condition; by far the best option is a left-hand drive car originating from the USA.

Having assured myself that I could afford it, and that my garage extension would be built before autumn, I began to look seriously for a Model A to purchase. I wanted one that was in reasonable working order and condition, that I could work on to improve, and that I could drive on trips and tours, but I'm not interested in 'concours' cars that hardly ever leave the garage. I did want an original specification car that had not been 'hot-rodded' or 'retro-modded'. So, I was looking for a car with an original chassis and body, narrow wire wheels, 3.3-litre low compression engine, 3-speed crash gearbox, 6-volt positive earth electrics and mechanical brakes.

In an ideal world, I would have preferred to buy a Tudor sedan, of which Ford made almost 2 million. However, for some reason, Tudors



don't seem to be so popular here and one tends to see more Coupes at shows and for sale. Having missed out in May on a fabulous roadster, I finally found a Coupe dating from March 1930 that was due to be auctioned at the Imperial War Museum in Duxford. Clearly, it had been restored some years ago, but all to the original specification and in an original colour scheme: two-tone chicle drab and copra drab over black fenders (wings) with straw lining and wheels plus whitewall tyres.

*(Right; car as seen at Duxford)*



I was on holiday in Italy when I spotted it in the catalogue; all my friends urged me to go and bid for it! I'd never been to an auction before but decided I had little to lose, provided I set myself, and stuck to, a realistic maximum bid. One of my friends offered to pick up the car by trailer if I was successful, and to store it in his garage in the interim until my own garage was ready. Another friend also decided to come along to the auction with me for moral support and to help ensure I didn't get tempted to bid higher than my maximum.

I went along to view the car the day before the



auction itself; while it was not perfect and I did spot some issues with the suspension, bodywork and fuel gauge, *(see left photo; - missing guage)* they were

all relatively minor and easy to fix without spending a fortune. The chassis, running gear and bodywork

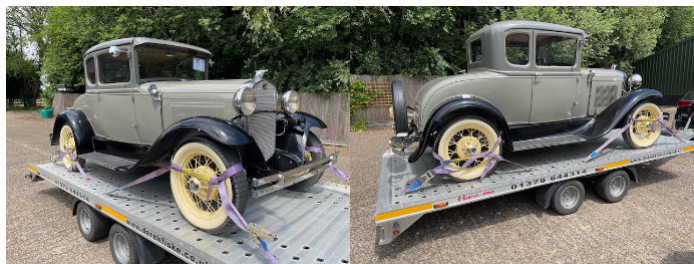


all seemed straight, in good general condition and with no rust to speak of. The main downside was that the car had no history with it at all; it had been newly imported from the USA and not even registered in the UK yet, although all import duties and tax had been paid and it came with the proper



certificate of title from the state of Illinois. *(Left and above; clean interior and engine bay)*

Overall, since I was looking for a good usable car rather than a museum piece, I decided it was worth bidding for and I returned next day for the auction itself. Several others were also interested but the field of bidders eventually narrowed to just two: one online bidder and me. We exchanged a few bids but eventually he dropped out and mine was the winning bid. Although it was still £500 below the (minimum) reserve price and well below the auctioneers' estimate, the vendor agreed to honour my bid and sell it to me anyway. So, I got a good deal, doubly confirmed when I found out that the other person bidding against me was an expert in Model A's, the UK's main supplier of parts and owner already of five other Model A's himself. I find it encouraging that he



was prepared to pay almost the same money that I got the car for.

The next day, my friend and I collected the car and transported it home by trailer to his garage. *(Above*



*and below, the car arrives at temporary home)*  
Until it is registered in the UK—more on in next month's newsletter on my further trials and tribulations with the DVLA in that regard—and until I'm happy that it's in roadworthy condition, I can only

drive the car around my friend's paddock like John-Boy Walton. However, I'm already enjoying the process of tinkering with the car and making



improvements ready for its first road trip, back to my house. More to follow next month...

Richard Gibby

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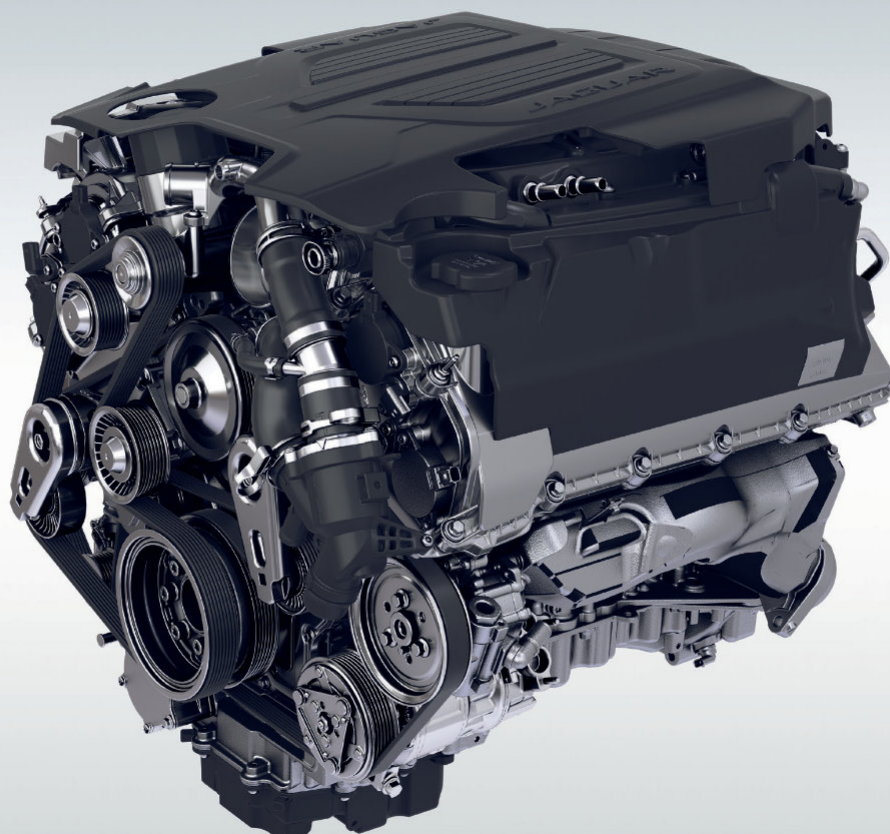





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## Flowers, Cacti and Cars

The Hyde Hall Classic Car Show 24<sup>th</sup> August



Hyde Hall is one of five public gardens run by the RHS. The 360-acre site has a range of garden styles from a drought resistant Dry Garden to the Hilltop Garden containing roses and herbaceous borders. You may also admire their Global Growth Vegetable Garden with vegetables from around the world and a Winter Garden for those colder months. In addition, there are two modern café/restaurants, shops and an Activity Centre housed in and around their recently built facilities. For those serious gardeners amongst us, there is a well-stocked Reference

Library housed in the Old Farm House. With its substantial grounds, it is the ideal setting for a summer classic car show.

Organised by Area 33 of the JDC, this annual event is always well attended by both clubs and individual entries. As well as our club and Area 33, many other car clubs attend this venue representing Porsche, Triumph, Austin, Bentley, Mazda, Aston Martin, and MG. There were also trade stalls where you could buy polishing materials and food and drink. If you visited the J D Classics stand, you could even buy a classic Jaguar. The individual entries were of a high standard including a Triumph 2000 Roadster which was for sale, a Sunbeam Talbot, a Singer Roadster, a Mercedes-Benz 190SL and a Chevrolet Bel Air 4 door sedan. Singers seemed popular, one of which caught my eye. This was a 1934 11 Hp Saloon and one of only six survivors – so quite rare. With a 1400cc OHC engine, independent front suspension, hydraulic brakes all round and a four speed 'box with a fluid flywheel to allow clutch-less gear changing, it was also very advanced for its time.

Essex Thameside was well represented by around 17 cars turning up to bask in the glorious sunshine. We even welcome two new members with an E Type and Series 2 XJ6 between them. Enjoy the photographs.

Neil Shanley

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# Behind The Wheel Quiz

Name the film and an actor in the still.



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6

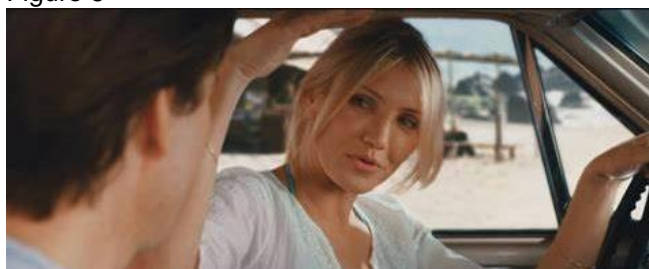


Figure 7



Figure 8





Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14



Figure 15

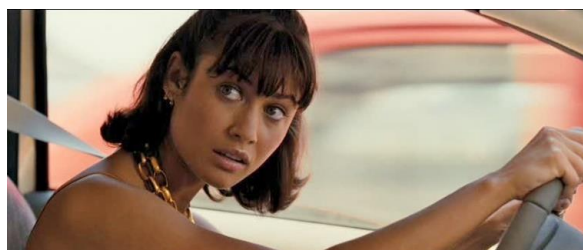


Figure 16

Good Luck. Answers in next month's Newsletter.



## Numbers Quiz

Each clue is a phrase, saying, proverb or fact.

Example; 52 = PC in a P is 52 **P**laying **C**ards in a **P**ack

(With thanks to Beverly Warren and Steve Rider)

1. 12 = Z in a B	
2. 88 = TFL	
3. 186,000 = MPS (S of L)	
4. 1912 = S of the T	
5. 240 = OP in the P	
6. 7 = D in SW	
7. 57 = HV	
8. 2 = S in a P	
9. 39 = B in the OT	
10. 999 = OL than a T	
11. 3 = W on my W	
12. 1815 = B of W	
13. 18 = H on a GC	
14. 11 = P on a FT	
15. 24 = B in a P	
16. 10 = GB (S on the W)	
17. 76 T in the BP	
18. 90 = D in a RA	
19. 7 = S on a FPP	
20. 12 = M of a J	





## 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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