

Essex Thameside News



Nº 187, November 2022



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Chairman's message

The clocks have gone back one hour which, whilst it was nice to have an extra hour this Sunday, now means that it's getting dark before 5pm. Where did the summer go? As a region, we attended many shows and events this year and we are planning to attend many more during next year's car season.

The sun may have dimmed for the winter but we are glad to have welcomed all those new members who joined our region during the summer:

Clive Gande (E-type convertible and a 3.8 Mk2)

John Moody (F-type coupé)

Robert Major (E-type convertible)

Gary Fuller (3.4 Mk2)

Costas Krampoutsas (V12 XJ40)

Martin Costello (XJ350 and XJS Celebration)

Karl Page (XJS)

We still have one event planned this year: our visit to the Layer Marney Tower on Sunday 27th November. If you haven't yet booked and would like to attend, please contact Lester Magness. The cost is £14.00 per person including tea/coffee and a tray bake, with a twenty-minute talk on the history of the tower and its estate. It should be an interesting visit and I hope to see many of you there.

Our committee will be meeting soon to plan which events and shows we shall aim to attend in 2023.

Of course the majority will be in Essex as our 'home territory', but we also hope to include one or two others a little further afield for interest, in East Anglia, Kent or other parts of the South East. If there are any you would particularly recommend or like to visit, please let us know.

I would like to thank Liz Croxson for her splendid second 'Jag WAGS' article. I like to think that we are a friendly group in our region. We all love our Jaguars, but it is not just about the cars. As you will read in Liz's article, we have a lot of wives and girlfriends who also attend our shows and monthly club nights, and it's good to see that they also enjoy them and have fun.

I am often contacted by national members of the JEC and asked about attending our club nights. If you are not a member of our region, or if you are a member but have not yet attended our monthly club nights, why not come along and join us? We meet at 8pm on the first Tuesday of every month in the upstairs function room at Langdon Hills Golf Club, Bulphan RM14 3TY. Prior to the meeting, drinks and meals are available from the bar. New and prospective members are most welcome. Food will be available to order at our November club night as usual until 7:15pm in the downstairs bar.

This month's excellent newsletter was produced by Richard Gibby. The cover photo was taken during the Scenic Car Tours visit to Northern Ireland (near the Giants Causeway). Thank you to everyone who has written an article to keep the content of our newsletter entertaining. If you think you have an article for our newsletter, please send it to one of our editors, Richard Gibby or Neil Shanley (contact details below). Even if you only have the bare bones and don't feel confident about writing, they can help put it together for you.

Graham

Committee Members

	Graham Cook Chairman and co-editor cook_gm@hotmail.co.uk		Ian Croxson Secretary and Membership secretary ian@thecroxsons.com		Richard Gibby Treasurer, Webmaster and Editor rwgibby@gmail.com
	Lester Magness Social secretary and Events coordinator lestermagness1@gmail.com		Neil Shanley Committee member and co-editor neilshanley@btinternet.com		Steve Rider Committee member srider@live.co.uk



Bob King

As many of you may know, earlier in the year Bob King suffered a severe stroke which resulted in his hospitalization. Unfortunately, Bob lost the use of his right side and could neither walk nor speak and was kept alive by being fed intravenously. The prognosis was not good and it was on Wednesday 5th October that his wife, Sue, came round to inform us that he had passed away peacefully in the afternoon of the day before, with her at his side.

Bob was a well-liked, active member of the club, attending most club nights, shows and the occasional foreign trip with his 1966 4.2 E Type Coupe. Quietly spoken and respected by all, he was a mine of technical information from which many members benefitted, including myself. His engineering background came from being an aircraft engineer and was such that he thought nothing of rebuilding engines and deal with things mechanical in his workshop in his back garden.

I first got to know Bob as more than a neighbour during the latter stages of my home restoration of my 420. He popped over one day and announced that he



too possessed an old Jag. He took me to his garage and opened the door revealing FRD 1D residing under piles of old boxes and household debris. He had owned it since the early '70s and used it as his daily driver for many years. Having witnessed the progress on my car, he decided to restore his.

Bob would invariably come over when he saw me working on the 420 and his advice and help often saved me many hours of work. The arrangement was reciprocal with me helping him whenever I could.

Following his time as an aircraft engineer, Bob became an airline pilot and latterly an instructor when he retired from full-time flying. His wife told me that he had a blood condition which made him susceptible to strokes—he had suffered a mild one previously—and it was initially thought that he would succumb to a fatal one in his early 60s. Hence, his passing at the age of 74 meant that we were all blessed with a few extra years of the company of gentle Bob.

May he rest in peace.

Neil Shanley





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'A' still comes after 'T'

Part 2 of Richard Gibby's story about his 1930 Ford Model A

In September I wrote about my recent purchase of a Ford Model A, dating from March 1930 and newly imported from the USA. Having bought it at auction, I transported it to my friend's house – he has a huge garage with capacity for perhaps 7 to 8 cars – while builders were extending my own garage to accommodate it.

The car had been restored some years ago, but completely to Ford's original specification and with its original, unmodified engine. It needed to be registered with the DVLA before I could drive it in the UK, but I had the certificate of title from the state of Illinois and a letter from HMRC with the all-important 'NOVA' reference confirming that all import duties and taxes had been paid. So, all that I should need to do was to submit DVLA's form V55/5 together with the certificate of title, a cheque for £55 and photocopies of my driving licence and proof of address. I did this just after transporting the car back from the auction, expecting to be able to fit some new age-related number plates by the end of July.



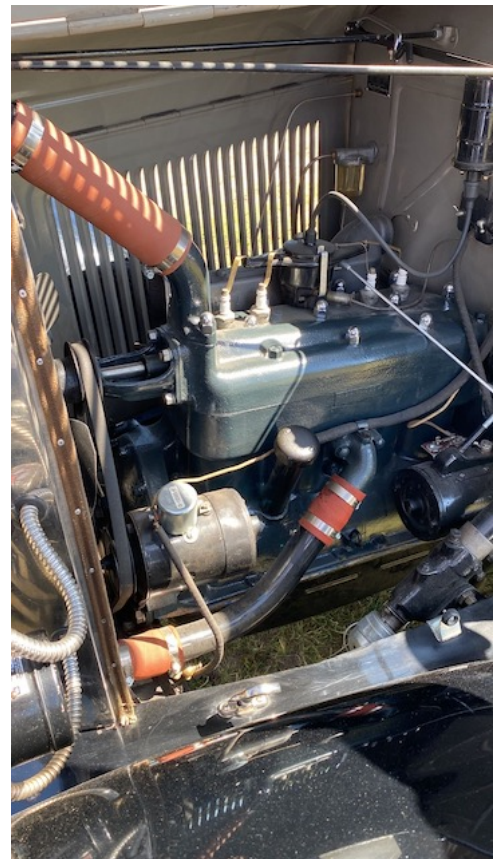
In the meantime, there were some upgrades and other issues that I wanted to deal with before driving the car. Already knowing a lot about the Ford Model A and having inspected the car before purchasing it, I knew that there were some relatively minor faults but the car was basically sound.

I'd not been able to try the engine before purchasing, but had been assured by the auction house that it was running OK. Unfortunately, I had to wait a little longer before trying it because someone must have left the lights on and the battery was totally flat. Impossible to jump-start or charge it at the auction house because it has a 6-volt positive earth system and we only had equipment for 12-volt negative earth cars. So, the first job was to charge or replace the battery; I had to wait a week or so before I could get a 6-volt battery

charger but, fortunately, was able to get a brand-new, 6-volt gel battery the next day. Hooray! The engine started first time and I was able to drive the car a few yards up and down my friend's driveway.

The first upgrade was relatively simple. The car originally had a dynamo generator but, for modern traffic in the UK, this is not really adequate to keep the battery charged. So I purchased a 6-volt positive earth alternator from a Ford Model A specialist and swapped them over—a simple process. I kept the generator so that this upgrade can easily be reversed if I should ever want to do so.

The next upgrade took a couple of days but was also fairly straightforward. As an original car, it had only one (amber) rear light and no indicators at all. Whilst I know my hand signals, they are impossible in a left-hand drive car in the UK. So, I bought a set of LED indicator lights (front and rear) and fitted them



discreetly in the gaps between the bumper bars, also adding a stalk switch to the steering column. I've also purchased a second rear light to fit on the offside, plus new red lenses for both rear lights since the original US brake light was amber—an immediate MOT fail in the UK.



The next job was to sort out the fuel gauge and tank which, on the Model A, is just under the windscreen and over your knees; don't drill into the dashboard! The fuel gauge is simply a glass window with a float. I'd noticed that the window was obscured and I couldn't see the float. After removing it with a special tool, I left it in some acetone overnight to clean it. I then discovered why; there was no glass! The previous owner had just glued the whole window up to seal it. After buying new glass, seals and refurbishing the float, I refitted everything, added a new filter to the tank and cleaned the feed pipe. Job done!



It was then that the DVLA dropped their bombshell. They'd sent someone to inspect the car and check it was as described. He'd confirmed that everything seemed original and unmodified but he couldn't see the chassis number because, in 1930, Ford used to stamp it in a place that was subsequently covered by the bodywork. While the inspector himself was

reasonable and seemed to be satisfied, he had to write on the form that he'd not been able to access the chassis number. Someone at the DVLA then decided that they could not confirm it was the original chassis so the car would have to be IVA-tested and would be given a Q plate! Since there is no way an original 1930 Ford could pass the IVA anyway, this meant the car might never be registered to drive in the UK. I was horrified.

Fortunately the Ford Model A Club is coming to my rescue. For a small fee they are sending an expert to view the car and confirm its originality; they will provide a certificate of authenticity for the DVLA. The expert has also told me where I might find the chassis number; it will mean removing the cab floor and perhaps unbolting the battery tray in order to access the cross member - a lot of work but not impossible.

So, I hope to be able to resubmit my registration application to the DVLA within the next few weeks, after producing evidence of the chassis number and taking the car for MOT (or certificate of roadworthiness). Fingers crossed...



In the meantime, I've been continuing to work on the car. While the engine ran fine at running speed, it would not idle at all. Fortunately I worked out why and I've cured this by retiming the distributor, taking off and cleaning the carburettor, and replacing the throttle 'butterfly' shaft which, after 92 years, had worn loose enough to let in air. Thank goodness, the Model A's mechanics are so simple and so well made, and parts are so readily available, that even a novice like me is able to tackle these things with reasonable confidence. It's now idling properly.

Unfortunately, I then found that all the shock absorbers were missing and the car was just sitting on its two transverse leaf springs. Again, I've managed to acquire new Houdaille-pattern hydraulic shocks of the original type and fit them relatively easily.

A Ford specialist has examined all the bearings and brakes and, excepting only the handbrake linings on one side, confirmed that they are all good and in proper working order. The steering track rod arm is fairly worn but should be fine for a few thousand miles, although I will probably replace it next spring anyway. The front spring is also worn and I've ordered a new spring to fit as soon as it arrives. And I've also obtained and will fit a new speedometer drive and cable, since they were missing.

Fortunately, there are no signs of rust anywhere and the paintwork is generally very good; there are some spots to touch up but nothing too bad apart from a nasty scratch on the rear fender which resulted from my friend and I accidentally misjudging distances while pushing a large boat and trailer!

Other work includes fitting some new grease nipples and lubricating everywhere – it has to be done every 500 miles – fitting an oil filter which didn't exist in 1930, fitting a battery master switch and, of course, replacing the cab floor after photographing the chassis number. So, plenty still to do...

After all these issues, do I regret buying the Model A? Not a bit of it, provided of course that the DVLA are reasonable in accepting all my new evidence and register the car. While there have been a few more

issues than I'd first spotted before bidding for it, they are all fairly minor and easy enough to resolve myself, for not too much money. And the process is great fun; with the wealth of material available – parts, workshop manuals, 'how to' videos – and the simplicity of its engineering, the Model A is a great classic car for amateurs like me.

I've driven it round my friend's 5-acre garden and I'm looking forward to driving it on the road soon. To quote my Model A: AWOOOOGA!

Richard Gibby

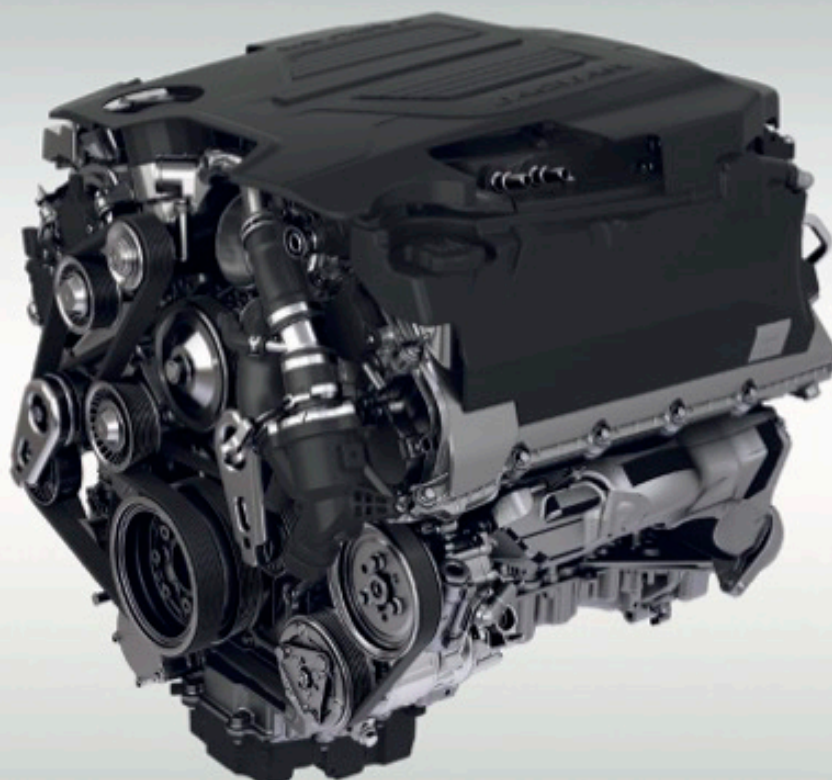


Answers to last month's quizzes

Football: 1) Luton Town; 2) Wolverhampton Wanderers; 3) Crystal Palace; 4) Mansfield Town; 5) Blackpool; 6) Bristol Rovers; 7) Preston North End; 8) Manchester United; 9) Sheffield Wednesday; 10) Everton; 11) Chelsea; 12) West Ham United; 13) Wimbledon; 14) Leeds United; 15) Charlton Athletic; 16) Wrexham; 17) Brighton; 18) Millwall; 19) Bolton Wanderers; 20) Queens Park Rangers

Name the Car: 1) Polestar 1; 2) MGR V8; 3) Saab 96; 4) Bentley S3; 5) Sunbeam Talbot; 6) MG Midget; 7) Aston Martin 15/98 Open Tourer; 8) Austin A40; 9) Rover P5 3.0 litre; 10) Lincoln Continental; 11) Jaguar 420G; 12) Ford Mondeo Titanium X; 13) Ford Ka; 14) Nissan GTR; 15) Singer Roadster 4AD; 16) Hummer HX concept (Hummer H3)

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Jag WAGS in the Jag Mag

For those who missed the first Jag WAG feature last month here is a short explanation as to what this article is about.

You may have heard of the footballers' "Wives and girlfriends" – WAGS; well, this column will look at events through the eyes of the Jag WAGS. An altogether more sophisticated bunch of wives and girlfriends, without the massive lips and sunglasses.

Let's talk about the Tuesday evening club nights

You may wonder where the men go on the first Tuesday of each month. Well, I can tell you: the Langdon Hills Golf Club. It is not just the men who go, there are some WAGS that regularly attend.

As a new member this is the place to come to get to know what events are planned for the future and to meet other members. The meetings begin at 8 pm. If you arrive early a hot meal and drinks can be purchased at the club house and bar.

The room holds over 100 people and is set out with round tables of 10 with free seating. There is always some space to join a table and this is where you get to know other members and have time to chat.

The Chairman hosts the meeting and recaps on how well the various past activities have gone as well as informing members of future trips and days out that are planned. Other members may then contribute to the evening whether it be a talk, the sale of

merchandise or anything of interest. It is an inclusive club where everyone can participate. There is then a raffle and time to mingle. 2 hours pass very quickly and it's a good chance for some "wagging" (OK yes I did make that word up but I like it).

A definition of the word 'club' is "an association dedicated to a particular interest or activity". In this case

the catalyst is Jaguar cars. However, the spin-off is the opportunity to meet with others, make friends and socialise. Many things could be worse than a once-a-month bonding session with fellow minded peeps (people) and WAGS.

Lavenham and the 'WAGyu' sausages

Last month's mag. featured a fascinating and informative article by Neil Shanley. I urge you all to read this excellent account of the day. We were lucky with the glorious weather and the Suffolk clouds were a treat for the eyes. The Lavenham butcher was selling his home-made sausages in a bun. Not sure if the meat was "WAGyu" but they smelt delicious. After a sumptuous lunch at The Cock Horse Inn, one WAG (myself) had let the day slip by without purchasing a butty and decided to ask the butcher if he would sell me some sausages. He was jolly glad to pass over a massive bag at a bargain price to save him putting them back in the fridge. Win Win for this WAG.

Spin-offs

I spoke earlier of the spin-off to this club and as a result of membership I have made some friends who also like activities unrelated to cars. Not only that but as an owner of an XK my husband and I also belong to a Jaguar club dedicated to owners of those particular models. This month there was a small contingent who visited the Police Museum in Chelmsford. This is a fantastic little gem, set up as a charity in 1992 to tell the story of the police in Essex from 1840 to modern day.

Liz Croxson



WAGS go to the theatre

WAGS take partners to the Chelmsford Police Museum
(and nearly leave them there...)

Punishment for the previous club chairman

Current club secretary

Dodgy-looking cops!

Current club chairman



Calling all WAGS to action...your mag needs you!

This is the second 'Jag WAG' article for the Jag Mag. If you have something to say, photos to share or articles to publish, please submit them to:

Neil (neilshanley@btinternet.com), or

Richard (rwgibby@gmail.com), or

Graham (cook_gm@hotmail.co.uk)



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National JEC Summer Festival at Newby Hall

Mandy and I traveled up to Yorkshire for this year's JEC national show at Newby Hall. We made the mistake of going up the A1 on a Friday which took five hours from Norfolk, where we had stayed overnight with the in-laws.

Google said it should have been three and a half hours; oh well, we will know better next time.



We stayed at a little village with the coach house inn which was lovely. It was at the back of an old Manor House and had lovely gardens there was another jag there with the same idea: an E-type roadster series 1.



The Saturday before the show, we had booked a steam train dining experience on the NYMR. However, due to the heatwave nationally, all steam had been cancelled the day before because of the fire risks, so we had a diesel pulling the Pullman coaches.

The three-course meal was wonderful; not quite Orient Express standards, but you get the idea.

It was a three-hour trip, including going to Goathland station which is famous for being in the Harry Potter films.

The XF Sportbrake that we were in didn't have any problems. The sat nav was perfect, but I ignored it once when looking for the train station; I went down the wrong turning which ended with us driving through a ford to get to the station. Mandy was not





too happy about this but luckily, due to the weather being so hot and dry, the ford was only a few inches deep instead of feet and the XF performed perfectly.

The day of the show was 34 degrees with very little shade, so we did the Newby Hall tour which was cooler. It was very interesting with some amazing wood carvings and portraits etc.; the house is still privately owned and lived in, but I wouldn't like to have the upkeep of it as the bills must be eye-watering.



The gardens were huge, with a small steam train; again, only the diesel one was running. We managed to squeeze into the small open carriage. It was only



really meant for kids, but what a great way to see the gardens. The driver did not hang about, so there were some worrying corner moments.



Also we went on a short canal trip at the end of the day so it's a great place to visit even without the Jags.

The show itself was very well organised with William Lyon's grandson there, driving the great man's XJ6.

Other cars in the parade included the Queen Mum's Daimler and both C and D types.



The usual traders were there with interesting displays including a scratch-built lightweight E type.

The hot weather meant we were flagging by the end of the day; thank God for the Jag's air conditioning and the roof blind stayed shut.

Driving through the Yorkshire Dales to get to and from the show was superb and helped make the trip very memorable. I hope you enjoy the pictures.

Russell Smedley





Sunny Saffron Walden at the classic car show

Saffron Walden is a market town in the Uttlesford district of Essex, 12 miles north of Bishop's Stortford and 15 miles south of Cambridge. It was first called "Walden" later "Chipping Walden" until around 1500 when, due to a favourable climate and soil conditions, the saffron (yellow) crocus was widely grown. The flower stigmas were used in medicines, as condiments, in perfume, as an aphrodisiac and as an expensive yellow dye. Hence, by the mid 1500's, the town became known as "Saffron Walden".

By the end of the 1700's, saffron was no longer popular and malt and barley became the town's chief industry. The town grew throughout the 19th century and included a cattle market and a corn exchange. Influential families in the area funded the construction of several public buildings which remain today, adding to its character. The residents are also blessed with a large public common, and it was here, on August 14th under a sweltering sun, that several of our members gathered to enjoy the annual Classic Motor Show.

Held loosely between the hours of 10.00am and 4.00pm, and with free admission (charity donations welcomed), it was an informal affair that even our most cost-conscious members would approve. Why have we not visited more often?

With the hot August weather still prevailing, it was a T-shirt, shorts and shades outing and, if we do attend as a club, then I would recommend bringing along our tent, with the necessary organisers' permission of course.

This was a real wide-screen event with space for a good many vehicles and stands and then some.

Whilst the majority of entrants were private individuals or clubs, there were a few traders present selling everything from ice cream to cars. In the latter category, one trader was selling what must have been the most expensive car at the show – a Mercedes-Benz 300SL "Gullwing". The For Sale sticker stated "Price on Application", so I applied and was advised that £1.2M would secure the said vehicle for me! A reasonable price for one of these, but it did possess a slight dent by the boot badge...





The slightly cheaper end of the market was ably represented by a brace of Bond Bugs, a real '70s throwback, both seen here in their arresting orange-coloured bodywork. These were a rare sight and becoming quite valuable since they only made 2,270 examples.



Moving along the vast rows of vehicles, we came across a 1993 Mk 5 Escort facelift 55 diesel van. Although it had 95,000 miles on the odometer, it looked pristine. According to the details displayed, it had never been welded and still had its original factory exhaust. It was thought to be one of only nine left on British roads.



Other once ubiquitous but now rare cars were well represented including this 1987 white Vauxhall Cavalier Club. When was the last time you saw one of those?

Speaking of Vauxhalls, I spotted a superb blue Victor from 1960; you know, the ones that rusted at the sight of rain. Its transatlantic styling looked good with the whitewalls.



From the previous decade and a little more mundane, a Standard 10 Super was on display. This 1957 family runabout could benefit from a respray and some TLC, but was a great survivor.

Continuing with the rare but ordinary theme, look closely at one of the line-up photos and you will see a near-original blue Renault Dauphine brought along by committee member Lester Magness.



From the plain to the outrageous, I could not resist visiting a healthy showing of American iron, taking in a Ford Galaxie (the 171,513th off the assembly line out of 932,101 such cars built in 1964, so not very rare then) through a line of bold Cadillacs, a lovely red Thunderbird with matching upholstery, to a 1972 Buick Riviera.



This metallic green Buick with a white interior was an eye-catcher and not often seen over here. Boasting a 7.5 litre V8 giving 250 horses, it was capable of a top speed of 126 mph, but don't expect more than 11.5 mpg. My take-home car of the show.



It was not the only stand-out US model for nearby was parked a 1948 Chevrolet Fleetmaster New York Taxi. Strangely right-hand drive, it has appeared in films and promotional advertising.



Things military were well catered for with WWII American Jeeps, one of which was loaded down with a trailer, guns (deactivated), wooden boxes of "ammo" and other unrecognisable bits of army stuff. Next to this and towering above it stood three very large army lorries, two of which were from the US army.

So, from Bubble Cars to Buicks, there was something for everyone. See you there next year.

Neil Shanley



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Behind the Wheel Quiz

Name the film or TV series that the still is from and one actor/actress in the shot.



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7

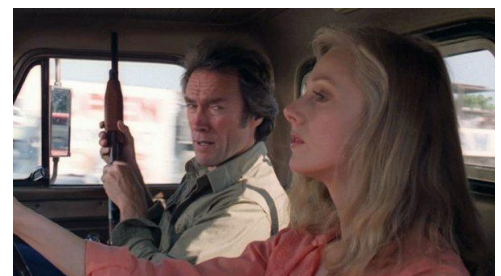


Figure 8



Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14



Figure 15



Figure 16

Good Luck. Answers in next month's Newsletter.