

# Essex Thameside News



Nº 189, January 2023

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## Chairman's message

I hope that you all had a good Christmas and are looking forward to your New Year celebrations.

Whilst driving a distance during the cold and ice conditions that we had during December, I thought about Richard Gibby's articles on 'what3words'. It occurred to me that if I broke down in the bad weather, how would I describe my location to the breakdown service? Well, fortunately I didn't break down, but I have now downloaded the 'what3words' app on my mobile, just in case I need it in future. It is probably an app that we all should download?

You will have seen that we are starting to take bookings for various events in 2023. These will be listed in our Shows and Events page, together with the person to contact for booking book your places.

As I mentioned at our December club night, the club has arranged an Emergency First Aid Course, on Thursday 16<sup>th</sup> February 2023, for anyone wishing to attend. It will start at about 9.30 a.m. for about six hours, including breaks for tea or coffee and lunch, taking place at the Salvation Army's Hadleigh Temple, 146-148 London Road, Hadleigh SS7 2PF.

The course will cover CPR, use of a defibrillator, emergency bandaging techniques and other related matters. It will be relaxed, in a 'non-classroom' setting, with refreshments provided during the day, and attendees will receive a certificate on completion.

We feel that it would be both helpful and appropriate for some of our volunteers who regularly

attend shows and events to have up-to-date first aid knowledge, just in case some unanticipated accident or emergency should occur at one of our shows, events or social meetings, so the cost of the course will be covered in full from club funds. We shall merely ask for a contribution of £2.00 per person on the day to help cover the cost of the tea, coffee and biscuits kindly being supplied by Steve and Beverly for refreshment.

Places are limited to a maximum of 15 and will be allocated to the first people who notify Steve Rider that they would like to attend. For further information and to reserve a place please contact Steve, preferably by email to [srider@live.co.uk](mailto:srider@live.co.uk) or, if necessary, at one of the next two club nights or by telephoning 07969 572010.

The committee is in the process of organising the list of shows and events that we envisage for next year. Further details will be provided in next month's newsletter but, in the meantime, you will find information about those due before the start of the season, up till April 2023, on the following page; in addition to the first aid course, I would draw your attention particularly to the Vulcan Bomber visit which we are arranging in March, with the option of an overnight stay to allow for some other activities over the weekend, and to the TransportFest at the Museum of Power.

January's club night is coming very soon now and will take place on Tuesday 3<sup>rd</sup> January, as usual at Langdon Hills Golf Club in the upstairs function room; I look forward to seeing many of you there.

Let me end by wishing you all a Happy New Year.

**Graham**

## Committee Members

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

## Shows and events in 2023 (up till April)

### JEC Essex Thameside show attendances and events:

Tue 3 January	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Tue 7 February	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Thu 16 February	First Aid course at Salvation Army, 146-148 London Road, Hadleigh SS7 2PF; please contact Steve Rider <a href="mailto:srider@live.co.uk">srider@live.co.uk</a> for details and to reserve a place.
Tue 7 March	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Fri 18–Sat 19 March	Visit to the Vulcan Bomber at Wellesbourne Mountford Airfield, Wellesbourne, Warwick CV35 9EU plus a range of other optional activities. Further details t.b.a.
Tue 4 April	Club Night & AGM, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Sun 9 April	TransportFest at the Museum of Power, Maldon Road, Langdon CM9 6QA. Please contact Lester Magness to reserve a place.
Sun 23 April	Drive-It Day; details T.B.A.

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

24-26 March	Classic Car & Restoration Show, NEC, Birmingham
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## Notice to all Members

# Annual Subscription Renewal

Renewal of all members' annual subscriptions to the Essex Thameside region will be due on 1<sup>st</sup> March 2023.

For the eleventh year running, our subscription rate will remain fixed at £15.00 for the year (in addition to membership of the J.E.C. which is currently £52.00 p.a.).

For members signed up to our region's direct debit scheme, renewal is automatic; £15.00 will be charged to your bank account on 1<sup>st</sup> March 2023 and you will receive your 2023/24 membership card either at club night or by post.

All other members will receive a renewal notice from our Membership Secretary, Ian Croxson, and must make a payment of £15.00 during March either by:

- paying in cash to Ian Croxson at club night on 7<sup>th</sup> March 2023, or
- drawing a cheque made payable to "Jaguar Enthusiasts Club Essex Thameside" and delivering it to Ian Croxson at club night on 7<sup>th</sup> March or by post to the address specified in his renewal notice, or
- making a bank payment direct to "Jaguar Enthusiasts Club Essex Thameside" at sort code 60-11-15 account number 54186439 and advising Ian Croxson and Richard Gibby at [ian@thecroxsons.com](mailto:ian@thecroxsons.com) and [rwgibby@gmail.com](mailto:rwgibby@gmail.com) respectively, or
- signing up to our direct debit scheme by following the link near the bottom of the About Us page of our website at <http://www.jecessexthameside.co.uk/about-us/>

In the meantime, why not sign up to our region's direct debit scheme now? It costs nothing and offers benefits for both individual members and the region. The scheme is managed by our Treasurer and administered on our behalf by GoCardless, a recognised agency. It is supported by the direct debit guarantee offered by all banks and building societies:



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- If an error is made in the payment of your Direct Debit, by the organisation or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society. (If you receive a refund you are not entitled to, you must pay it back when the organisation asks you to).
- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify our Membership Secretary or Treasurer.





## Looking out from Lamer Marney Tower

On Sunday 27<sup>th</sup> November a group of 24 club members and partners together with canine friends met up, braving the elements on a cold, wet and windy day, at Lamer Marney Tower. This magnificent example of a Tudor palace features England's tallest Tudor gatehouse. Standing a mere 80ft in height, Lamer Marney is a Grade 1 listed building situated one mile from the B1022 Colchester to Maldon road.



During our three-hour visit to this historic building we were given an interesting and informative tour by Nicholas Charrington, the current occupant and owner.

Dating back to 1520, the Tower stands on the shores of the River Blackwater. Its construction was started by Henry Marney, a politician and a military man who rose to prominence under Henry VII after fighting at the battles of Bosworth and Stoke and



following the rout of Perkin Warbeck's Cornish rebellion in 1497. He was recognised for his efforts by Henry VII, being appointed to the Privy Council.

When Henry VIII acceded to the throne in 1509, Marney was made a Knight of the Garter and honoured with several offices including Chancellor of the Duchy of Lancaster, Lord Privy Seal and Captain of the Yeomen of the Guard. Apparently, Henry VIII thought of him as an uncle figure and made regular visits to the house.



Henry Marney was made a Baron in 1523, just one month before he died. His son John carried on in the tradition and attempted to finish the building work, but he too passed away just two years later in 1525. Both father and son are buried in the adjacent Lamer Marney Church, in a vault big enough for two bodies and over which there is an effigy of Henry but no canopy.

John left no male heirs to continue the family line or to complete the construction. The unfinished building then passed to various 'courtiers' and their offspring and then into the custody of the Duke of Norfolk and various merchants and their immediate families. The buildings then suffered considerable damage from the Great English Earthquake of 1884 which measured some 5.2 on the Richter scale, its epicentre being Colchester and the surrounding villages.

At this time the Reverend Alfred Peache and his

sister Kezia Peache bought it and set about repairing the structure and adding a totally new layout with an extension







and new garden.

In 1904, the Tower was sold again, to Queen Victoria's stockbroker Walter de Zoete. He enlarged the gardens and created both the long gallery and the tea house with its wonderful views. Unfortunately for de Zoete, he lost most of his money in the Japanese stock market crash of 1918 and was forced into putting the property up for sale. The house was sold to a Doctor Campbell and his wife who promptly leased it back to de Zoete until he found a suitable alternative place to reside in. The house was then acquired by the Charrington family in 1959 and was opened to the public in 1963.

Since then, the buildings have been listed by English Heritage as Grade 1, with its 120-acre gardens designated Grade 2. The Tower and Tudor House are now used for educational visits, wedding ceremonies and receptions, as well as TV/Film sets including for the Canterbury Tales, Lovejoy and the Antiques Road Show.



During our stay, we climbed the many steps to the top of the tower, and visited the different displays including a Manderley Dolls' House on the way. This was an 18-room house measuring 4ft high, 7ft in length and 13 inches deep, complete with chandeliers, all doors and fireplaces and together with artefacts of the era. The wallpaper on the first

floor dates back to the 1960s, featuring dolls in the national costume of the seven states of Sweden.



On reaching the summit our members were treated to a stunning view of Bradwell nuclear power station and the entrance to the River Blackwater.



Using so much energy we had worked up a thirst for tea and coffee, plus a delicious homemade fruit traybake, before we departed. A good time was had by all.

Plans are currently being unleashed for 2023 to celebrate 500 years of Layer Marney Tower. There is likely to be a Veteran and Classic Car display at some stage in the festivities. JEC Thameside members please watch this spot!

Our sincere thanks go to Lester Magness for arranging this trip and to Nicholas Charrington for making us feel so welcome on what would otherwise have been a damp and miserable day but spent wisely in fascinating historical surrounds.

**Ian Croxson**







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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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exceeded the speed limit in one or two places.

To enjoy the new car thoroughly, that year my wife and I went on a round Britain tour. There then followed twelve years of untroubled use, unless you count the car's desire to eat through tyres at an unhealthy rate. The only mechanicals requiring attention during that time were a new battery, water pump and oxygen sensors.

In 2016, with 85,377 miles on the clock, I decided that the time had come to part company. My reasons were as much personal as they were car-related. A

## Back With My Ex

It was in 2004 that an endowment policy which I had taken out matured. Twenty-five years of saving originally meant to buy a property actually raised just enough to purchase a used motor car. But what a car it was—a pale blue metallic Jaguar X-Type SE offering a 3-litre engine and manual gearbox, with cream leather interior. I obtained it with only 10,982 miles on the clock, full details of the previous keeper, complete document pack, two keys and even some tags from when the car was on the production line. Buying it from Guy Salmon in Stratford-upon-Avon, I can still remember those first motorway miles bringing it home to Essex. I think I may have slightly

client had expressed interest in the car for a few years and had asked for first refusal. A deal was struck with which we were both very happy. I immediately regretted selling it, but at least I knew that it had gone to someone who would look after it to the best of his ability. He had the car serviced each year but was not quite so fortunate with the mechanics. During his ownership, a new clutch, new flywheel, new radiator, front anti-roll bars, another battery and water pump and yet more tyres were needed.

In 2022, with 108,500 miles on the clock, he called me to say that the car had failed its MOT and was uneconomic to repair, so he was going to scrap it. The dreaded rust worm had infected both sills and





this had coincided with a number of mechanical failures. *[Editor's note; rusting sills appear to be a particular weak spot on X-Types; usually it is the result of the sill covers collecting road debris which retains the moisture and rots the sills.]*

To cut a long story short, I bought it back from him for scrap value. Almost every car will come to this at some point in its life unless an enthusiast who looks



upon the required effort and expenditure as a hobby decides to transition a chosen car from scrap to classic. Perhaps now this was my turn.

The following months saw a "Wheeler Dealer" rather than a "Car SOS" restoration. The front wings were removed; all surface rust was addressed; both sills were cut away and replaced; the rear subframe was

removed and all surface rust in the bodywork above was addressed; the suspension was refurbished including new shocks and springs; the ABS pump was reconditioned; and a central locking failure was rectified. Finally, it went off to the body shop to have one minor dent and quite a lot of stone chip marks removed. I was fortunate that the garage mechanics (my clients) did the work at mate's rates so, overall, I

think that total cost is just below the car's present-day market value although there is one further issue of a growl coming from the transfer box/differential/rear wheel bearings that could be expensive. *[Editor's note: let us know how you get on with the diagnosis and repair, Peter!]*

Was it worth it? Yes, without a doubt. Hopefully, the car will, one day, achieve classic status. It is after all a

top-of-the-range car with manual transmission.

Until then, I will continue to have the sheer pleasure of driving it.

**Peter Hennessy**



Rear sub-frame before...



Rear sub-frame after...





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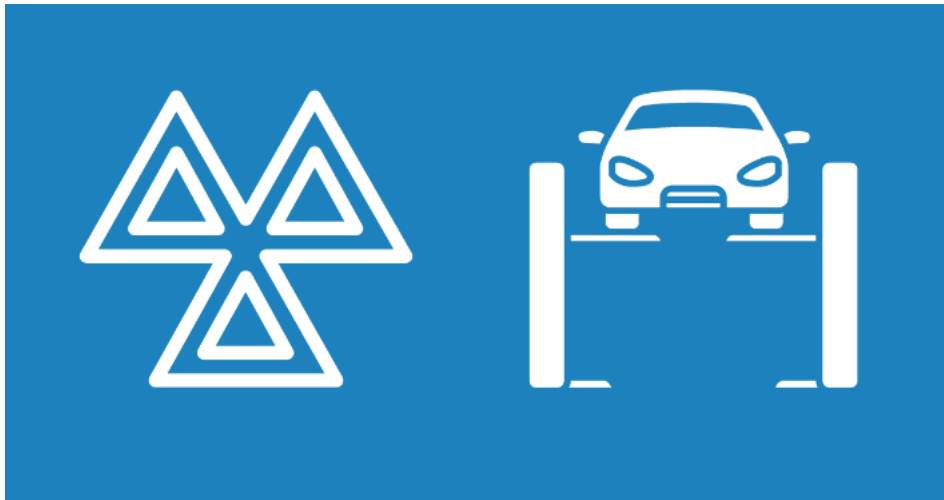
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## When does a classic car or motorbike become MOT-exempt?

We all know that owning a classic car or bike can be a costly endeavour but there are a few perks, especially if you choose a vehicle which has passed or is approaching exemption from MOT and road tax.

With classic ownership, it's fair to say that life begins at forty. Find yourself a vehicle past its ruby jubilee, and you'll no longer have to fork out on Vehicle Excise Duty (VED), or the annual MOT test, as it will qualify for Vehicle of Historical Interest (VHI) status.

In 2017, the Government introduced a new 40-year rolling exemption for vehicles, meaning that more classic cars and bikes enter the fold each year. For example, you can apply to stop paying for vehicle tax from 1<sup>st</sup> April 2023 if your vehicle was built before 1<sup>st</sup> January 1983.

It must be noted, though, that although motorists are not officially required to test their vehicle by law, it must still be in roadworthy condition. Many owners still choose to take the MOT test voluntarily or, at the very least, perform regular checks to ensure that their pride and joy remains safe and within the bounds of the law.

It is also important to note that you will need to declare your car or motorbike as a Vehicle of Historic Interest by visiting your local Post Office, ensuring you take your logbook (V5C) and a completed V112 MOT exemption form. You will also still need to 'tax' it online each year, though this won't cost you anything apart from your time.

There are also a few exceptions to the rule. For example, if your vehicle has been significantly adapted or modified in the last thirty years, or if it is a bus, commercial vehicle or kit car, it may not qualify for historic status. You can check this by calling or emailing the DVLA directly, or by reading the official DVLA guidelines.

With the list of historic vehicles growing each year, the rules are worth bearing in mind if you are on the hunt for a classic car.

There are some notable industry-wide concerns about the impact of MOT exemption. However, what hasn't changed is the legal responsibility of all owners to ensure that their vehicle is safe and fit for purpose when taking it out on a public highway.

In the terms and conditions of any insurance policy, there will be a clause which states that the vehicle must be maintained in a roadworthy condition. In the



event of an accident that leads to a subsequent claim, the vehicle is likely to be inspected by an engineer. During an inspection the engineer will advise whether the incident in question was caused due to unsatisfactory maintenance of the vehicle or not.

Vehicles over 40 years old are very often cherished and maintained to a high standard by their owners, therefore many will continue to have an MOT carried out on their vehicle, regardless of the change in legislation.

*[Editor's note: our thanks to Steve Rider for providing this text]*

# January 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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## Answers to last month's quiz

- 1) American Graffiti - Harrison Ford
- 2) Die Hard - Reginald VelJohnson
- 3) Genevieve - Kenneth More, Kay Kendall
- 4) The Italian Job - Michael Caine, John Clive
- 5) The Great Race - Natalie Wood
- 6) Diamonds Are Forever - Sean Connery, Jill St John
- 7) Jingle All The Way - Arnold Schwarzenegger
- 8) National Lampoon's Christmas Vacation - Chevy Chase, Beverly D'Angelo
- 9) Santa Claus The Movie - Dudley Moore, David Huddleston
- 10) Star Wars Episode IV, A New Hope - Mark Hamill
- 11) The Birds - Tippi Hedren, Rod Taylor
- 12) Goldfinger - Tania Mallett
- 13) The Holiday - Cameron Diaz, Jude Law
- 14) Vertigo - Kim Novak, James Stewart
- 15) It's a Mad, Mad, Mad, Mad World - Milton Berle, Terry Thomas
- 16) It's a Wonderful Life - Frank Faylen, James Stewart

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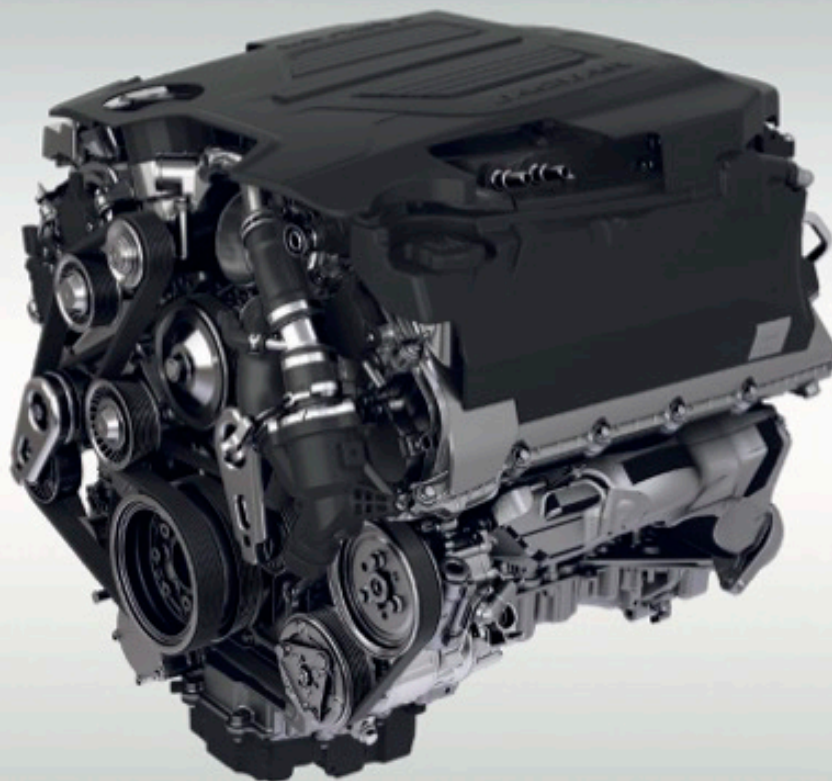
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