

Essex Thameside News

Nº 191, March 2023



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Chairman's message

Hello and welcome to this month's newsletter.

In February we held a First Aid course which was attended by fifteen members. Organised by Steve Rider and Bev Warren, this was both enjoyable and very useful, well led by the presenter, Lee Whall. In fact I learned so much personally that, days later, I was still thinking about the course. You can read an amusing article about our informative, but entertaining day on pages 9-10 in this newsletter. We also had a splendid Sunday lunch just a few days later at the Six Bells in Boreham.

You will notice that our Shows and Events page is getting longer. Unfortunately, in something of a trend following the demises of both the Battlesbridge and Maldon shows, the Blackwater Country Show has also now been cancelled by its organisers. However, there are plenty of other, smaller shows and events that we are attending and, no doubt, we will be adding further events during the year.

'Drive-It Day' takes place on Sunday 23rd April. You will have seen from our email circulation that, this year, we are going to Kersey Mill in Suffolk, with the possibility (yet to be confirmed) of a late lunch at the Cock Horse in nearby Lavenham. Full details of the day's events will be discussed at our March Club Night. To book your place in this visit please contact Ian Croxson: ian@thecroxsons.com

If you like the idea of a midweek break in September, now would be a good time to book a room for our tour of Whitby and the North Yorkshire Moors (see page

8). Quite a few are going and, in the last month, we have had another three rooms booked. However, at the time of writing, we still have five more rooms available. If you have any questions regarding the tour, or how to book, please contact me.

I am pleased to report that we have had a very good, early take-up by our members of places for our 2023 Christmas Dinner Dance. This will take place on Saturday 25th November at the Orwell Hotel in Felixstowe. There are still a few place left; don't leave it too late and miss the chance to join us for a splendid evening with our friends in the Essex Suffolk Borders. Contact Neil Shanley to book: neilshanley@btinternet.com.

We will be placing our orders for club clothing and other club items shortly. The full range and prices of all the items available were in last month's (February) newsletter. If you haven't yet done so, but would like to make any purchases, please do place your order or discuss the items on offer with Neil Shanley: neilshanley@btinternet.com.

I would like to remind you that this is 'your' region of the club. Our committee are always interested to hear if you have any ideas for club activities, places for us to visit etc. And, if you feel you may have an article you would like contribute to our newsletter and/or our website, please contact our editors Neil Shanley or Richard Gibby (rwgibby@gmail.com) and they will be happy to assist you to get it written and 'in print'.

Our next club night is Tuesday 7th March, at 8.00pm as usual, in Langdon Hills Golf Club. I would also like to take this opportunity to remind you that our AGM and the committee elections will take place the following month, on 4th April. I do hope that you will be able to attend both club nights.

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

Shows and events in 2023

Club Nights at 8pm on the first Tuesday of each month at Langdon Hills Country & Golf Club, RM14 3TY (except for September's meeting, which will be on Tuesday **12** September 2023).

JEC Essex Thameside show attendances and events:

Sat 18 March	Visit to the Vulcan Bomber at Wellesbourne Mountford Airfield, Wellesbourne, CV35 9EU - <i>sold out</i>
Tue 4 April	Essex Thameside 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, Kersey Mill, Suffolk, IP7 6DP; details t.b.a.
Sun 21 May	Car Show & Craft Fair at Rickinghall, Suffolk IP22 1HD
Sun 11 June	Bromley Pageant of Motoring, Norman Park, Bromley, Kent BR2 9EF
Sun 25 June	Little Waltham Pen Gardens & Classic Car Show, 138 The Street, Little Waltham, Chelmsford, CM3 3NY (with lunch at the White Hart, Little Waltham)
Sun 25 June	Simply Jaguar, National Motor Museum, Beaulieu, Hampshire, SO42 7ZN
Sun 2 July	Classic Car Show at RHS Hyde Hall, Rettendon—details t.b.a.
Sun 9 July	Orsett Classic & Vintage Show, Orsett Showground, rectory Rd, Essex RM16 3JN
Sun 6 August	JEC Jaguars At Parham, Storrington, West Sussex RH20 4HR
Sun 13 August	Saffron Walden Motor Show, The Common, Saffron Walden, CB10 1JH
Sun 20 August	Classic Car Show, Stonham Barns, Pettaugh Rd, Stonham Aspal, Suffolk IP14 6AT
25–27 August	The Silverstone Classic, Towcester, Northamptonshire NN12 8TN
Mon 4–Thu 7 September	JEC Essex Thameside Whitby & N Yorks Tour with Scenic Car Tours
Sat 25 November	<i>Puttin' On The Ritz</i> Christmas Dinner Dance, Orwell Hotel, Hamilton Road, Felixstowe IP11 7DX, organised jointly with JEC Suffolk & Essex Borders

For information—other non-JEC shows and events:

24–26 March	Classic Car & Restoration Show, NEC, Birmingham B40 1NT
Sat 1 April	Heritage Transport Show, Kent Showground, Detling, Maidstone ME14 3JF
Sun 21 May	Battlesbridge Spring Autojumble, Maltings Road, Battlesbridge, Essex SS11 7RE
20–21 May	Annual Transport Extravaganza & Steam Gala, East Anglian Railway Museum, Station Rd, Wakes Colne, Colchester, Essex, CO6 2DS
Sat 27 May	Little Totham Classic Vehicle Show, Little Common, The Street, Little Totham CM9 8LB
Sat 5 August	Toot Hill Country Show, Church Road, Stanford Rivers, Essex CM5 9PW
10–12 November	Lancaster Classic Car Show, NEC, Birmingham B40 1NT
Battlesbridge Classic Vehicle Breakfast Club on Sundays 16 Apr, 28 May, 25 Jun, 16 Jul, 20 Aug and 17 Sep	

Notice to all Members

Annual Subscription Renewal

Renewal of all members' annual subscriptions to the Essex Thameside region is due on 1st March 2023.

If you are signed up to our direct debit scheme, renewal is automatic. Otherwise, please pay £15 during March by one of the following:

- paying in cash to Ian Croxson at club night on 7th March 2023, or
- drawing a cheque made payable to "Jaguar Enthusiasts Club Essex Thameside" and delivering it to Ian Croxson at club night on 7th 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 and rwgibby@gmail.com respectively, or
- signing up to our direct debit scheme via the link near the bottom of the About Us page of our website at <http://www.jecessexthameside.co.uk/aboutus/>

N.B. This is separate from, and in addition to, your £52 annual membership of the Jaguar Enthusiasts Club

Thank you.

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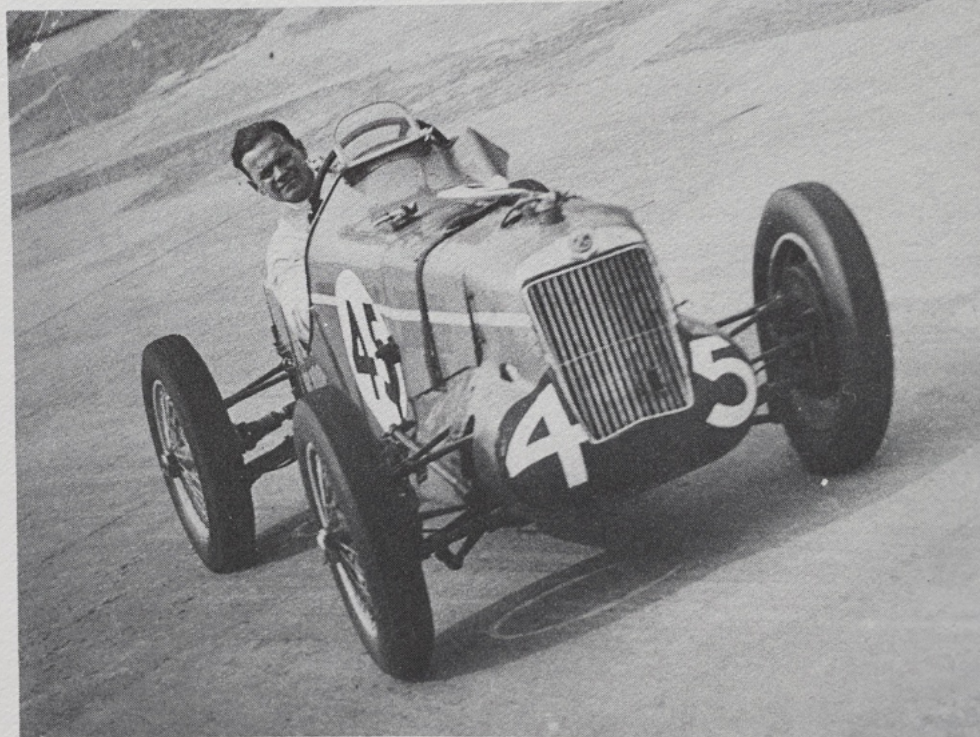
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Wilkie testing the Doreen Evans R-type MG at Brooklands, in 1938.

In 1931 the Evans family (a well-known wealthy family whose daughter Doreen Evans was a leading female racing driver of the day) asked Wilkie to form a business with them, the Belle Vue Garage. They specialised in MGs and the firm soon became the go-to place for all racing folk who wanted the very best in tuning, to squeeze the last drop from their engines. One of their most famous clients at this time was the bandleader Billy Cotton who brought his Riley in for "doctoring" and later his ERA which Wilkie also drove, achieving 7th place in the British Grand Prix at Donnington in 1938.

During the Second World War Wilkie was in the Home Guard

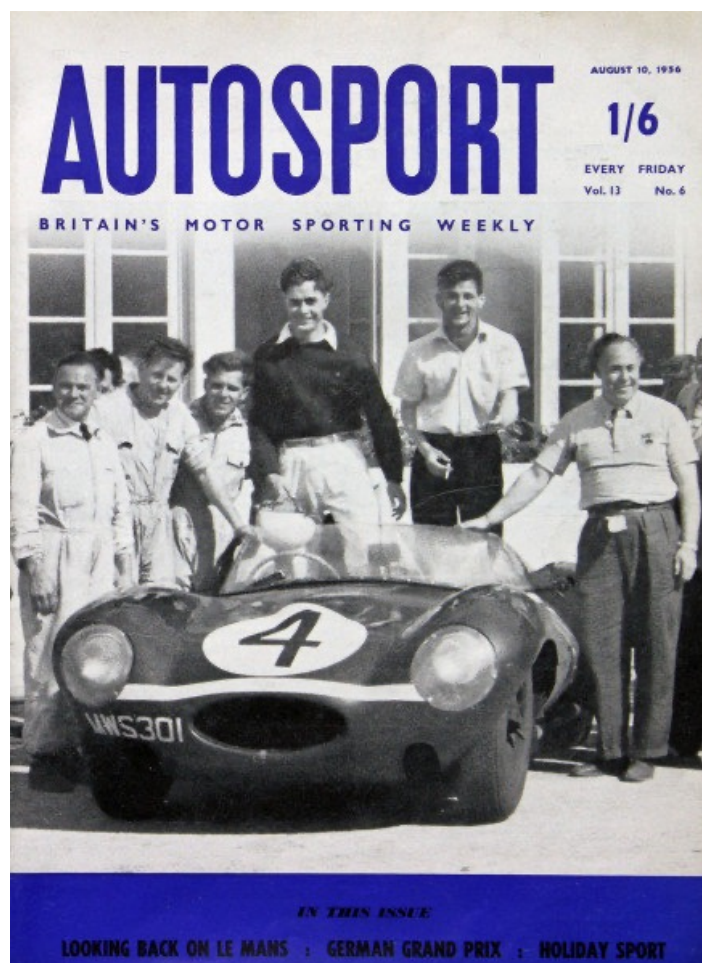
and joined the Rolls-Royce Aero Engine division Rotol at Gloucester, running the test rigs for aero

My Grandfather Wilkie Wilkinson, a Jaguar legend

I have been a JEC member for about 3 years now and have very much enjoyed the camaraderie and the shared interest in Jaguars – I have owned an XK8 and three XKs, my current car being a 2012 XKR convertible. But this story isn't about me, it's about my grandfather, Wilkie Wilkinson. Wilkie was co-founder of the famous, independent Ecurie Ecosse motor racing team, but more of that later.

He was born in 1903 to a North London printer (he was very proud of being a cockney!) and was one of eight children who grew up in a prosperous household. After starting out as an apprentice engineer at the age of 21 he decided to move to Weymouth where he had a job driving buses and where he met my grandmother, Dorothy. Together, they had three daughters, my mother Sylvia being the youngest.

However, the lure of the increasingly popular sport of motor racing drew Wilkie in, and his racing career took off when he joined an Italian team (O.M.) in 1929 as a riding mechanic and took part in the Irish TT at Ards. During his time with O.M. he rode with some of the greats of the day including George Eyston and Guillo Ramponi.



Wilkie (far left) and the 1956 Le Mans-winning D-type



1957 Le Mans-winning Jaguar, with Wilkie riding the wing engines and propellers for the duration of the war.

After the war, Reg Parnell asked Wilkie to join him at Highfields Garage in Derby and over the next 5 years they competed successfully in Grand Prix all over Europe. Given the post-war austerity and currency controls they would often find creative ways of taking money with them, including stuffing the tyres with pound notes!

However, Wilkie's most successful venture commenced in 1951 when David Murray persuaded him to go into partnership with him in a garage he had purchased in Merchiston Mews, Edinburgh. Word soon spread that the "ace tuner" was in residence and work began to flow in.

Shortly after, the idea of a fully-fledged Scottish racing team took shape and "Ecurie Ecosse" was formed. The team acquired a Cooper Bristol for the 1952 season which had modest success, and was the last car Wilkie drove competitively. The following season, C-type Jaguars were bought and entered with Ninian Sanderson, Sir James Scott-Douglas, Ian Stewart and Jimmy Stewart (older brother of a certain Jackie Stewart) as the drivers. They achieved 2nd place at the Spa Francorchamps 24-hour race. The team then progressed in 1955 to D-type

Jaguars, but had a number of teething problems that first season. During the winter months Wilkie worked his magic on the car which actually entailed working with incredible patience on the engine, polishing the ports etc. to produce those few extra h.p. that can make all the difference.

The results were immediate – the team had a number of successes that year. However, the highlight was the 1956 Le Mans 24-hours race win with Flockhard/Sanderson at the wheel – the first time Ecurie Ecosse had competed at Le Mans!

The winning car, the MWS301 D-Type (chassis no. XKD 501) which achieved an average speed of 105 mph, was then sold after the race for £2,400 to help fund the acquisition of two ex-works Jaguar D-types from Jaguar Cars Ltd. (Following the humiliation of being beaten by a private team at Le Mans, Lofty England withdrew Jaguar from racing).

In 1957, the results were even better with Ecurie Ecosse achieving a first and second place finish (Ron Flockhart/Ivor Bueb in the 376SG, chassis no. XKD 606 winning at an average speed of 113.85 mph and



Wilkie and his Rolls Royce at my wedding in 1986



Author and his XKR at the Titanic Museum in Belfast, during a JEC tour in 2022

Ninian Sanderson/John Lawrence in the 341SG, chassis no. XKD 603 coming second). The key to the success in both years was the reliability and consistent speed that Wilkie had managed to achieve with the D-types.

Ecurie Ecosse continued to race the D-types in subsequent years at Le Mans, Monza, the Nürburgring and many other circuits but were unable to reach the heights of '56 and '57.

Wilkie and Ecurie Ecosse were awarded the BRDC (British Racing Drivers Club) Gold Medal for “outstanding achievement in the British Motor Racing World” and the name of the plucky independent team Ecurie Ecosse and the beautiful D-type Jaguars achieved fame around the world.

In 1961, Wilkie moved to BRM where, in 1962 with Graham Hill, they won the Constructors Championship and Graham won the Drivers Championship.

Eventually, in 1972, Wilkie retired from motor sport (although not from tinkering with engines and cars!) and settled down to a quiet life in Lincolnshire, with his beloved wife Dorothy and his equally beloved 1933 Rolls Royce 20/25 that he'd bought in the early fifties.

Wilkie lived until he was 98 years old, passing away in 2001. I will always remember his sense of humour and twinkling eyes as well as his large, powerful

hands for such a small man, and the many motor racing anecdotes he would tell over dinner when we visited and stayed with him – I just wish I could remember them all now!

So naturally, when changing job after having worked for Ford for 21 years (and having had Ford company cars throughout that time), I treated myself to an XK8 convertible and have stayed loyal to the brand ever since – although I haven't moved to the F-type as the GT refinement of the XKs is what suits me best!

Richard Thwaite



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First rate first aid

On Thursday 16th February, fifteen members of our region attended a first aid course organised by Steve Rider and Bev Warren. It was run by Lee Whall of Whall Training Consultancy.



Lee was accompanied by his able assistant, Mildred; I called her Mildred because she "milled" around all day and was "in dread" of Lee's next demonstration.

The course was simultaneously enjoyable and informative. The group learnt how to deal with many medical

emergencies, extending to resuscitation of a casualty who is suffering cardiac arrest, how to use a defibrillator, how to clear the airways, how to stem profuse bleeding and much more. Mildred played a big part in the day's proceedings.

Mildred unfortunately choked on a hot cross bun and we all learnt how to deal with such an emergency.



The accident-prone Mildred then swallowed a plastic bag.

After having a short break sitting on a chair, poor Mildred and her mate then needed to be resuscitated numerous times. They endured without complaint.

Lee's informative instruction covered many potentially fatal emergencies, from something such as a simple paper cut right through the spectrum up to a car crash or heart attack. Lee's sense of humour shone through during the day and the time passed quickly.

It was a physically hands-on course and anyone getting the answers wrong was made to do press-ups...



Our chairman then became the first casualty; having not managed a single press-up, he collapsed with exhaustion! Luckily, by then, we were all able to rush forward and resuscitate him.





It was then the turn of another member of the Committee, Neil. Thankfully, Steve, who was Neil's casualty (or victim), recovered very quickly, no

doubt due to the shock of seeing Neil looming over him about to administer first aid.



Lee then demonstrated some relatively simple bandaging techniques. One of these was particularly handy if you need to both stop bleeding on the inner hand and also thumb a lift to get home.



This was followed by multiple bandaging techniques always guided and demonstrated by Lee.

Joking aside, this was a serious subject and it was presented in a humorous and informative style. The

JEC's Essex Thameside region can now say with confidence that we have 15 competent first aiders, all of whom have successfully



completed and passed their First Aid training. The region can run in the sure knowledge that there will be at least one person, if not more, on hand at any event or meeting to administer first aid skills, including the proper use of a defibrillator, for emergencies ranging from a headache or dehydration up to a heart attack.



If anyone is interested in attending such a course, or belongs to another organisation or place of work that could benefit from this invaluable knowledge, then please contact Lee Whall direct at Whall Training Consultancy Ltd, by phoning 07860 470 684 or by email to info@whalltraining.com.

A big thank-you must also go to the Salvation Army who allowed us to use their premises for the day and especially to Bev and Steve for supplying all occupants with teas, coffees and hot cross buns as well as a box of chocolates.

Liz Croxson





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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.



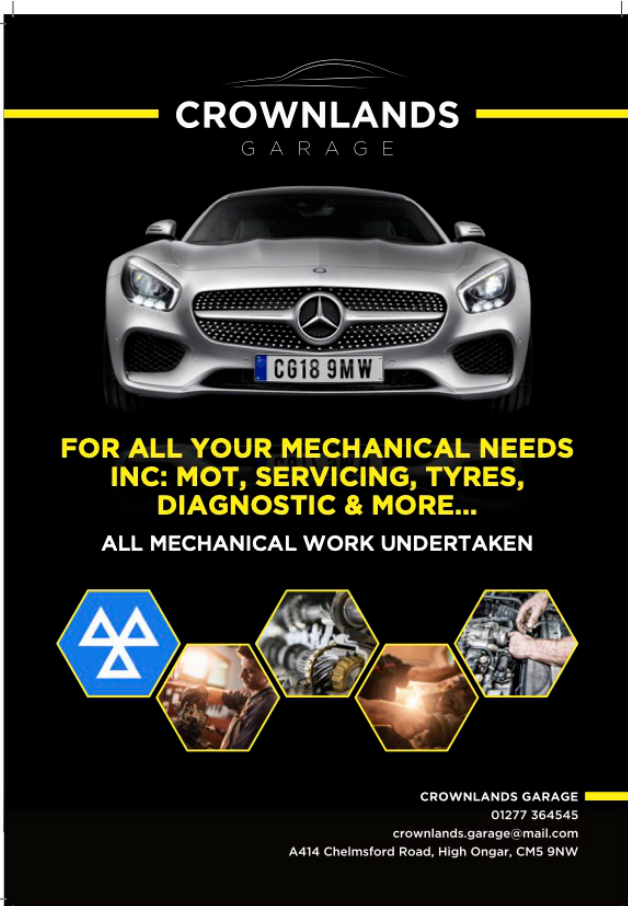
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Answers to last month's quiz

- 1) Opel Kadett
- 2) Lamborghini Miura P400
- 3) Chevrolet Bel Air
- 4) MG SVR
- 5) MG 1100
- 6) Lanchester LA14 Roadrider
- 7) Singer 9 LeMans Special Speed
- 8) BMW 2002 Coupé
- 9) Simca 1000 Special
- 10) Cadillac series 62 Coupe De Ville
- 11) Panther De Ville
- 12) Armstrong Siddeley Hurricane
- 13) MG 6
- 14) Plymouth Roadrunner
- 15) AC Brooklands Ace
- 16) Peerless GT



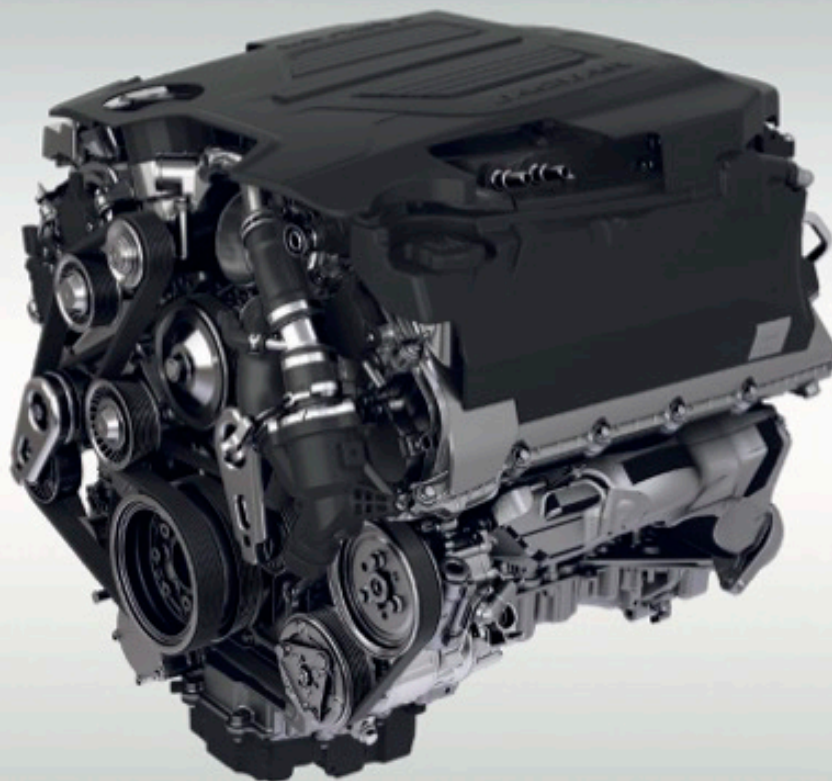
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