

Essex Thameside News

Nº 194, June 2023



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Chairman's message

Welcome to our June newsletter

As usual we have some splendid articles in our Newsletter. This month you can read about our rather wet Drive-It Day, one of the Queens' X-types, and The Salon Prive at the Royal Hospital, Chelsea. On our front cover is a photograph taken at Kersey Mill on Drive It Day. The "oldies" you see are Clynos from the 1920's made by the Clyno Engineering Company which operated in Thrapston from 1909 to 1910 and then in Wolverhampton between 1910 and 1929. During this time they produced over 15,000 motorcycles and around 40,000 cars becoming at one time Britain's third largest car manufacturer. All the cars seen here belong to the old gentleman seen under the umbrella in the photograph.

Forthcoming shows include Little Waltham Open Gardens & Classic Car Show to be held on Sunday 25th June. A late lunch has been booked at the White Hart, Little Waltham, for members wishing to attend. For further details, or to book contact Ian Croxson email: ian@thecroxsons.com. On Sunday 2nd July we are back again at the always popular with members, RHS Hyde Hall Classic Car Show. For further details, or to book contact Graham Cook, email cook_gm@hotmail.co.uk. On Sunday 9th July The Orsett Classic & Vintage Show. For further details contact: LesterMagnessemail: lestermagness1@gmail.com. And don't forget the London to Southend Run on 25th June. Contact Roger Petherham for details. There are still a few places for our September trip to Yorkshire and also for our Christmas Dinner Dance. Please support these events for without your interest, we cannot continue to attend.

In May we had booked spaces to attend the car show being held by our JEC neighbours, JEC Essex & Suffolk Borders Region, unfortunately we had very little interest from members in the show. In fact, on the day, no-one as far as I know attended. Maybe it is the distance that put members off, or they just couldn't make the event. We have noticed, unsurprisingly, that we get the best attendances for the most local shows. Why don't you let me know what your thoughts are on this topic. The shows are selected for you





by the Committee and include new venues as well as old favourites. So if you have any suggestions for different places to go, whether they be static shows or trips to see some place interesting, please let us know.

I am pleased to report that our club night attendance numbers are almost back to our pre-Covid levels. It is good to see and hear our members enjoying our monthly meet. If you haven't been for a while, please come along and join us. If you haven't been to a club night before, you are most welcome to contact me, and the committee will do their best to make you feel welcome and introduce you to other members. Our June club night takes place on Tuesday 6th June, as usual at Langdon Hills Golf & Country Club from 8pm.

Graham



Committee Members

	Graham Cook Chairman 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 Vice-Chairman srider@live.co.uk

Shows and events in 2023

Club Nights are 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:

Sun 25 June	Little Waltham Open Gardens & Classic Car Show, 138 The Street, Little Waltham, Chelmsford, CM3 3NY (with lunch at the White Hart, Little Waltham) contact Ian Croxson
Sun 25 June	Simply Jaguar, National Motor Museum, Beaulieu, Hampshire, SO42 7ZN
Sun 2 July	Classic Car Show at RHS Hyde Hall, 09.30 to 16.30, no dogs. Contact Graham Cook
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 Cars & Driver free, £10 per passenger.
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	Putting On The Ritz, Christmas Dinner Dance, Orwell Hotel, Hamilton Road, Felixstowe IP11 7DX, with JEC Essex & Suffolk Borders. Contact Neil Shanley

For information—other non-JEC shows and events:

Sun 11 June	Bromley Pageant of Motoring, Norman Park, Bromley, Kent BR2 9EF
Sun 25 June	London to Southend Classic Car Run, Contact Roger Petherham for booking details at 14 Mountdale Gardens, Leigh-on-Sea, SS9 4AU Essex. Closing date for entries - Tuesday 13 th June.
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
Kersey Mill	Breakfast Vintage & Classic Car Meet, 27 May, 24 Jun, 29 Jul, 26 Aug, 30 Sep, 28 Oct, from 8.00 am, Kersey, Ipswich, Suffolk, IP7 6DP

Battlesbridge Classic Vehicle Breakfast Club on Sundays; 25 Jun, 16 Jul, 20 Aug and 17 Sep

Club Merchandise

Please contact Neil Shanley (neilshanley@btinternet.com) if you wish to purchase any items from our range of JEC Essex Thameside clothing and other merchandise. In addition to the new lines for 2023 shown here, we offer a wide range of other clothing including caps, T-shirts, polo shirts, sweatshirts, rugby shirts, fleeces, gilets and jackets in all sizes and a variety of colours.



Ladies Ice Bird



M&F Channel Jacket



Mens Softshell



M&F Zip Neck



Ladies T Shirt



Ladies Zepelin



Mens Crossover



Ladies Crossover



Ladies Thermal Shell



Ladies Softshell



Mens Thermal Shell



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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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A Right Royal Result



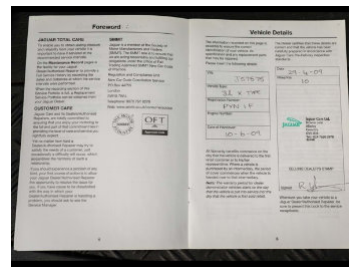
The January 2023 national magazine featured an X-Type estate once owned by Queen Elizabeth II sold by auction at the end of November 2022 and asked the purchaser to write in with their story. I didn't see a response so, in the absence of this I thought I might give you the sellers account since it was my car.

In 2016 my wife and I decided to replace my wife's 2003 X Type saloon. We agreed to look for an end of production top of the range X-Type Estate as we had recently disposed of a Ford Granada GLI hatchback and were missing the extra luggage space. A search on AutoTrader/ Ebay brought up two 2009 Sovereign 3.0L automatics. One in Swansea the other (more expensive) in Mansfield. As I did not like the colour or price of Mansfield, I started with Swansea but was soon put off by an uneasy feeling about its history and condition. Turning to Mansfield, three weeks of negotiation reduced the price from £11,000 (with warranty) to £9,750 (without warranty). Having paid a holding deposit over the phone, on 13/04/2016 I took the train up to Mansfield. Seeing the car in the flesh for the first time I realised that I could live with the colour. The balance of the agreed price was paid, and my wife became the fourth registered keeper of LV09 WLU.

Being a Jaguar enthusiast, I wanted to discover as much of the car's history as possible. Purchased from a dealer there was no documentation with the car other than the manufacturers handbooks. The new V5 sent from the DVLA at least gave the name and address of the previous keeper and that he had owned it for the last six of the missing seven years. He lived in Newcastle upon Tyne and luckily was in the BT phone book. I had a great chat with him and discovered that he had part exchanged it for a new electric non-Jaguar car. With his help I obtained the car's detailed service record from Stratstone who had maintained the car throughout his ownership. I presume the main



dealership for the electric car did not want it and passed it through the Trade to the Mansfield dealer.



That left only the first year unaccounted for. My wife wrote to the DVLA for details of the first and second registered keepers and received a rather non-committal reply. I thought

that it had probably been a company car of a Jaguar executive but unusually had been registered with the private number plate PYN 1F. As I was busy in the office I let the matter drop for the next two years. In 2018 I once again turned my attention to it and my first unconventional information seek proved fruitless. (I asked to add the registration PYN 1F to my Dart Charge Account to see if it was a still active registration but they refused. This led me to believe it may have belonged to someone important.) Then I decided to Google the private number plate and was struck dumb when photographs of Queen Elizabeth II driving a Jaguar X-type 3.0 Ltr V6 Sovereign Estate in Emerald Fire with Barley trim came on screen. You may be interested in the attachment of the Queen driving a pre-facelift X-Type in May 2006. I think the Reg number PYN 1F can just about be made out. (Images of the Queen driving the X Type by Jim Bennett) Since 2018 I gathered additional information and proof, via the Heritage Certificate and service record that LV09 WLU was first registered to The Royal Household as PYN 1F. (I understand that this number first appeared on the Queen's Vauxhall Cresta PC



Estate some years earlier.)

I believe it is possible that in 2009 the Queen purchased three identical cars. Perhaps this was because the X-type had been a favoured model of hers since its first production in 2001 and she wished to secure future supply by stockpiling from the production run out period, or each car was to be located at different Royal Houses to save moving one car around the country with the Queen, or one personal and two decoy cars to confuse pursuing

vehicles. Some of these options would require all three cars to simultaneously use the registration PYN 1F. I favour the second option and think that LV09 WLU was garaged at Buckingham Palace. I don't suppose that I will ever know.

Why then was LV09 WLU sold within twelve months of purchase. Again, we will probably never know however, you may choose one or a combination of the following possible scenarios.

- 1) With advancing years Her Majesty did not wish to drive in London.
- 2) LV09 WLU was fitted with an analogue TV display at a time when these transmissions were being phased out, so it was becoming impossible to park up and watch the horse racing.
- 3) LV09 WLU was an automatic and Her Majesty preferred manual transmission. The second of the three cars which was sold in 2016 was also automatic while the third, which was garaged at Windsor Castle, and which she drove on the eve of Prince Phillip's funeral was reported to be a manual.

To dispose of LV09 WLU The Royal Household returned the car to Jaguar who informed the DVLA that they were the new Registered Keeper of the vehicle adding one to this number but also hiding the identity of the first keeper from being shown on the V5 sent to the next owner (Mr Newcastle Upon Tyne).

My wife's period of ownership of LV09 WLU is mostly unremarkable, but she had a growing desire for a smaller more practical car. From 2019 I had been proclaiming the cars heritage to anyone who would listen. In October 2022 I added the news that I might put it up for sale in the spring of 2023. That information soon reached the ears of a local Jaguar restoration expert. He suggested that the sale should take place sooner rather than later and offered to prepare the car and complete all the paperwork for entry into the Historics Auction taking place on 26th November 2022 at Mercedes-Benz World. We agreed that it would be sold without reserve.

The following month was a rollercoaster of emotions. Publicity reached the height of national newspapers and broadcasting. To be kind to



the journalists I would say that they did not check the facts carefully, to be unkind they did not let the truth get in the way of a good story. My conscience was clear as I had given a comprehensive history folder to the auction house to enable any prospective bidder to make an informed

decision. In the weeks before the auction there was speculation the LV09 WLU might make £100,000 and I began to imagine the optional small luxury lifestyle



changes my wife and I could make.

I attended the auction and could not fault Historics. They had given LV09 WLU pride of place. Everyone who came had to pass it and all stopped for a close inspection. As its turn under the hammer approached, the café area emptied and there was standing room only in the bidding area. It seemed to me that the phone and internet activity was frantic. After a lengthy introduction the auctioneer asked for a starting bid of £30,000 which he got, a counter bid of £32,500 was surpassed by the opening bidder offering £35,000 and the hammer fell. Including buyer's premium, the final cost to the new owner was £39,200. Auction house seller's commission came to £5,040 leaving a net of £29,960 which was split 75% to my wife and 25% to the restoration expert. My wife was left with £22,500 which at least she did not have to share with HMRC as motor cars are exempt from Capital Gains Tax. I am sure that the chancellor is not too sad as he had gained £1,540 in VAT from the sale.

Although I was initially disappointed – well, it didn't fetch £100K - but the media felt that selling a car worth £5,000 for £35,000 was a grand result and I have come to realise that they were right. I was consoled by the thought that anyone paying that amount for LV09 WLU would add it to a private collection and guarantee a cosseted future for it. I have since learnt that the buyer was Chris Evans and that he has offered it as a raffle prize, the proceeds to be given to the charity Comic Relief. I applaud this gesture but fear that the winner who will have only paid £10 for LV09 WLU will not have the funds or wish to maintain it in the condition it deserves, but that's life!

Peter Hennessy

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Answers to May Car Quiz

1 Rover Vitesse SD1, 2 Austin FX3 Taxi Cab, 3 Aston Martin DBS V8 Vantage, 4 Mirage Lamborghini Countach 5000S Quattrovalvole Replica, 5 Vauxhall Viva HB, 6 Lincoln Continental MK V Bill Blass Edition, 7 Panther Lima, 8 Ford Consul Classic 315, 9 Trabant 601, 10 Ford Model Y, 11 Vauxhall Victor Saloon F Series, 12 Austin A40 Sport, 13 DKW Auto Union 1000S, 14 Ford Model A Fordor, 15 Lancia Delta HF Integrale, 16 Ford Falcon Station Wagon





Jag Wags - Trouble at the Mill.... But not in the Tent

On Sunday, 23rd April a group of 26 Jags proceeded to a meeting point along the A12 and then leisurely drive through the Essex and Suffolk countryside with the ultimate destination being Kersey Mill for their Drive-It-Day.



Kersey Mill is a water and steam driven stone mill built around 1860 and has been restored to full working order.

Kersey was a wool town and centre of the weaving and woollen industry through the 15th and 16th century. It has a mention in the Domesday book but more recently it's claim to fame is that the BBC series "Magpie Murders" was filmed in and around Kersey.



On arrival the sun was shining and the day held many promises. After a brief discussion the decision was made to erect the Jaguar Enthusiasts Tent which often becomes a focal point for members to gather during events and provides shelter come rain, come shine. Little did we know what significance this tent would take on as the day progressed.

Here is the car park at the beginning of the day

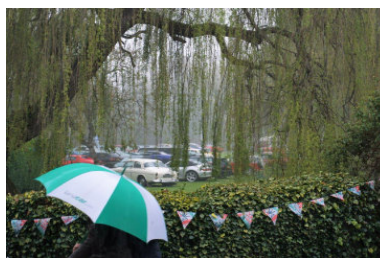


Once the tent was up, we settled in for what promised to be a fascinating day "milling" around the cars and Mill. Unfortunately, the heavens opened and once they did the rain did not stop. People started rushing with umbrellas, and the band had to pack up before they could even start their rendition of Raindrops Keep falling on my Head

and the car park by the end of the day



Worse still –
leave before
to take a



cars started to
we had had time
look at them. The



fields were soon muddy and although our gravel car park did flood, we felt more fortunate than those parked on the muddy quagmire. We could hear cars revving their engines to get up speed so as not to get stuck.



It continued to rain Wags-and-dogs all afternoon but nothing could dampen the spirits within the Jaguar tent. We all managed to squeeze inside, complete with tables and chairs and it was a cosy jovial atmosphere

We watched through the plastic rain-soaked window as the car park emptied of cars and filled

up with puddles, the cafés emptied of people and soon we seemed to be the only car club standing (or sitting) thanks to the trusty tent



As the Kersey Drive-it day rapidly turned into the Kersey drive-away day, the old Mill took on a deserted tranquil feel. Adding to the nostalgia was a row of old Clyno cars (made in Wolverhampton in 1922-26) and a 1970's Ipswich based Police car which wouldn't start. The old gentleman in the wheelchair owned all the Clynos. How did he get them all here?



Thoughts then turned to the dismantling of the tent. Many wet hands made light work and with a bit of shaking and rolling it was in the bag.



Thanks go to Gill who has a lot of experience with the assembling and disassembling of the Jag Tent. She did a brilliant job in participating as well as directing the whole proceedings.



Once it was in the bag this Wet Wag shook off the rain with a cheery smile and did a little Waggle dance to celebrate.

Below are more happy faces from the day.



QUESTION; What is worse than a WET WAG?

ANSWER: A HUNGRY WET WAG. To combat this we were off to The Marlborough in Dedham where a reservation for 40 had been made and roast dinners abounded. The food and atmosphere were superb and we would recommend this establishment if you are ever in the Dedham area.

Massive thanks must go to my husband, Ian Croxson, who organised everything apart from the weather. Enormous time and effort went into our participation in this event as well as arranging the meal afterwards. Not only was it a day to remember but collectively £230 was raised and donated to the NSPCC charity. Well done to Ian.

ONE FINAL QUESTION:



AFTER ANOTHER GOOD SOAKING WHAT DO YOU THINK OUR CHAIRMAN – GRAHAM – IS SAYING???

By Liz Croxson

PS And here's a few cars you may have missed - The green and cream Vauxhall Victor won Car of the Show.

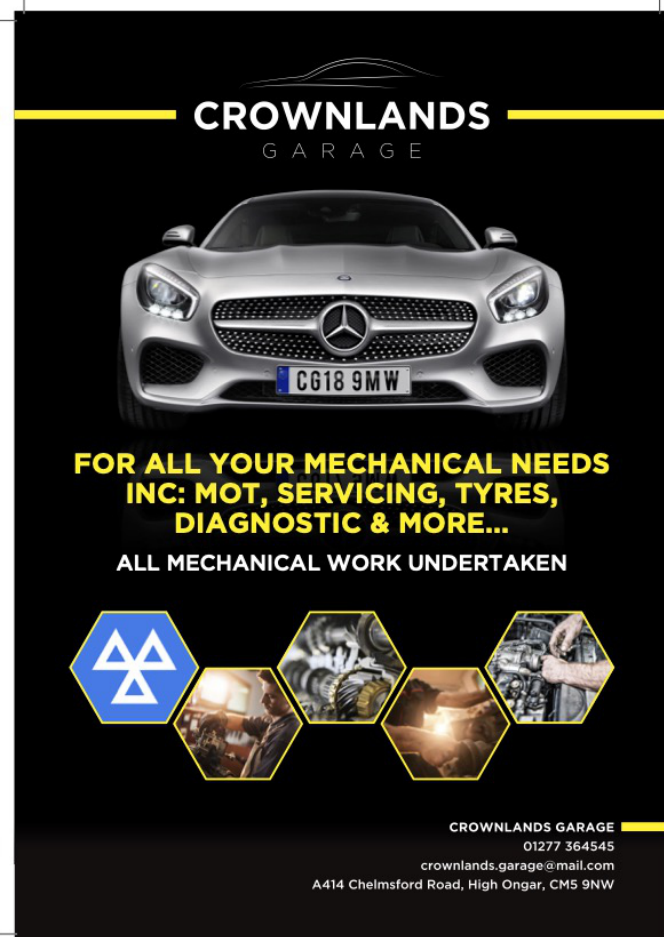




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The Salon Prive Experience



When a couple of complimentary tickets came up to the Ladies Day at Salon Prive Liz and I jumped at the chance. This is a three day festival of expensive luxury motoring extravaganza. Now in its 18th year, the event is usually held in an exotic environment surrounded by glitzy and glamorous folk. This years' London event was held on 20-22 April in the grounds of the Royal Hospital Chelsea, home of the iconic Chelsea Pensioners. Some 18,287 visitors including us passed through the gates into this interesting concept.

We set off on the District Line for a gathering of some of the world's most expensive cars and finest luxury brands. It was a wet day and our umbrellas were at the ready. Imagine it as an upmarket Motor Show for those with plenty of dough, who look the part, and might be prepared to 'splash the cash' on a statement motor but might be slightly outside the budget.

Many Automotive debuts were made at the show. It featured several European and world model premieres kicking off with a range of new



cars making their first appearance. They included the Abarth 500E Scorpionissima (Fiat's performance brand in electrified mode with amplified sound acoustics), the Maserati Grecale SUV, their new Grand Turismo, the super luxury icon Rolls Royce Phantom, extended for the first time, the new Venom F5 Roadster, and the new Polestar 3 electric luxury SUV to name but a few.

Our particular favourite was the world's first pure electric roadster. The 680 bhp Weissmann Company's Project Thunderball. Built in Munster, Germany, three orders were taken on the first day and having spoken to its founder, Rohan Berry, it seems that they have a full order book until 2025. There are obviously plenty of well-heeled individuals around with a spare chunk of change in their back pocket that can afford Euros 300,000 for a car that has a range of 500kms between charges.

Another part of the exhibition was dedicated to the 'Concours De Vente' a chance to buy one of the classics on display. There were over 75 cars lined up



ranging from the 1920's to the 1990's. Think of it as Pebble Beach without the sunshine, a motoring Cat Walk, all for sale but sadly at eye wateringly telephone number prices. Classic car dealers were very much in evidence including Chelmsford based JD Classics. They had a cluster of E Types, a split screen Jaguar XK120 driven in the 1952 Race of Champions at Silverstone by Prince Bira of Siam(Thailand to you and me). It finished third in



the race which apparently was won by Stirling Moss. Hilton and Moss in Bishops Stortford had a

1954 Aston Martin DB2/4 Mark 1 for sale in competition spec.



One other car that tickled my fancy at the show was the Bentley La Sarthe featured in Neil

Shanley's Olympia Observations feature in the April 2023 edition of Essex Thameside News. We also were treated to an excellent procession of vehicles introduced and narrated by David Bagley, the show organiser, who turned on



both petrolheads and EV admirers with a remarkable parade of interesting vehicles including the ITA 001 a bespoke Porsche based commission powered by a 400bhp 4.0 litre air



cooled flat six engine. The Porsche 911 964 Carrera derived model was seen for the first time at the Royal Hospital before being shipped to Italy for its new owner to enjoy. An electrified Ford Mustang and an E Type produced by Electrogenic an Oxford based company who convert your chosen classic



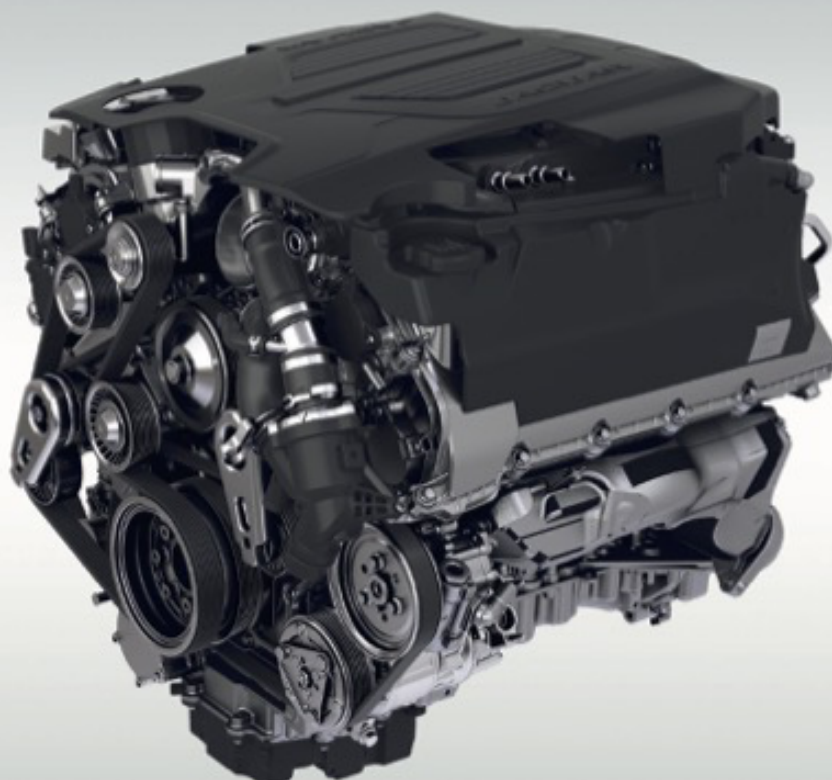
into a bespoke EV of your dreams featured in this collection, as well as the newly launched UK version of Genesis; the car that Tiger Woods managed to drive off a canyon in Los Angeles. The Small Cog, Richard Hammond's (Top Gear) new restoration venture showed his creation of a Chapron bodied 1930's style Delahaye and of course the Lime Green Abarth Scorpionissima, more of a practical style car.

Not being into Pommeroy Champagne (unless someone else is paying) or Coachbuilt Whisky, which was launched by Jensen Button as his latest business venture, Liz and I were about the splash out for a late lunch until I felt a minor coronary palpitation. We had settled on a simple Beefburger and chips from one of the concessions until we realised the cost. A mere snip at £16.50 per burger plus the fries for an additional £5.00 a bag. Salt and vinegar was an optional extra. We settled for a £3.00 Coffee and Mrs C's exquisite hand crafted egg sandwich fished out from the handbag.

When the heavens opened up again in the afternoon, we decided to beat a hasty retreat. We had an excellent day out with some truly magnificent machinery albeit comfortably out of our price range. On our journey home, with take-away kebab in hand, we were able to comfortably reflect on how the other half live.....

Ian Croxson

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THE ART OF PERFORMANCE

Exclusions apply.

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

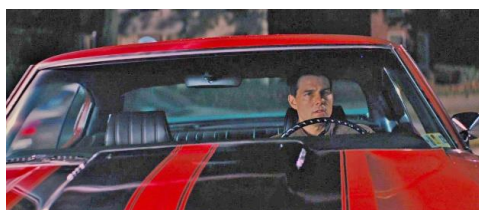


Figure 8



Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14



Figure 15



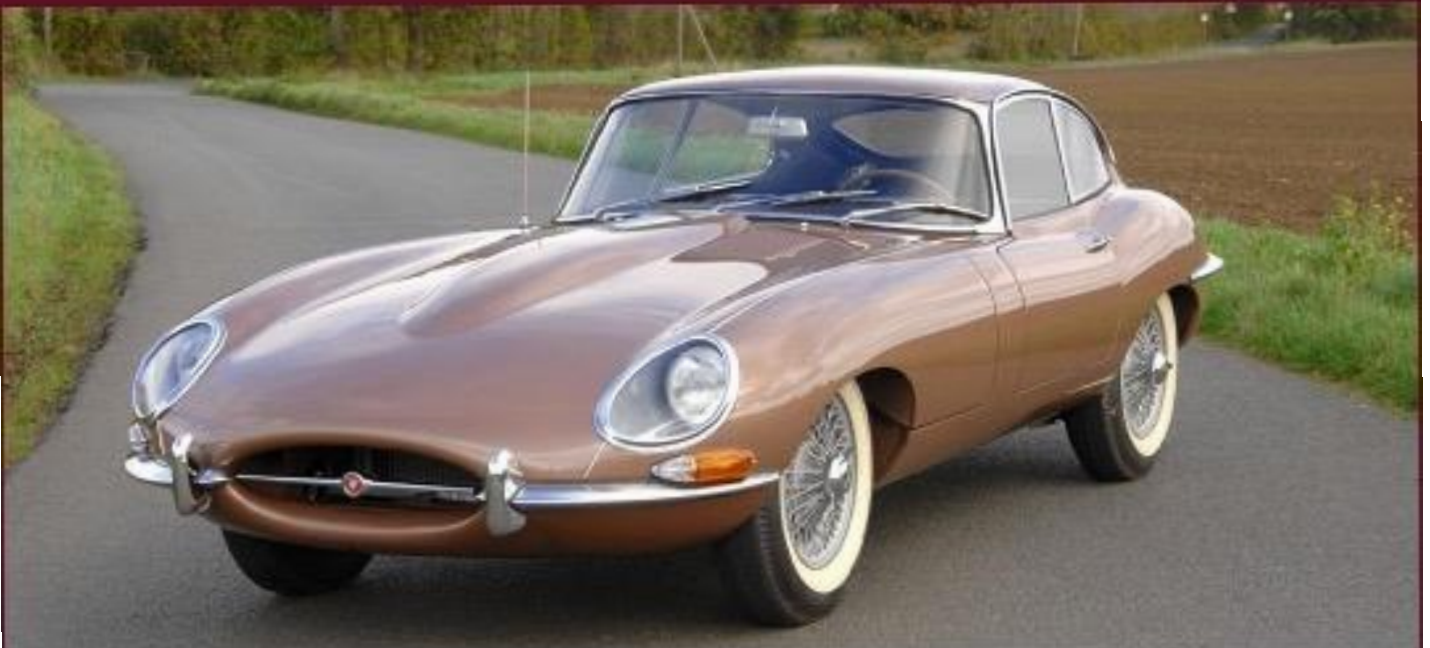
Figure 16

Good Luck. Answers in next month's Newsletter.



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