

# Essex Thameside News



Nº 197, September 2023



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## Chairman's message

**Steve Rider**

s rider@live.co.uk

Regular readers of this newsletter will remember the story of the Queen's X-Type, researched and documented by our club member Peter Hennessy, and detailed in the June 2023 issue of this newsletter.

Readers will be aware that the car, which was then owned by Peter's wife, was sold at auction for the sum of £43,000. The auction house, Historic Auctioneers, had stated on its website that "This surely is a car for the serious collector or royalist and, with a provenance which is impossible to match, this is unique!"

To continue the story, the car was purchased by TV celebrity Chris Evans who then gifted it to Comic Relief for its Red Nose Day appeal auction. The car raised almost £300,000 in the appeal and the winning bidder, a lady from Broadstone near Poole in Dorset, used the car only sparingly before deciding it would be better returned to the hands of a car enthusiast.

Consequently the car, still with less than 73,000 miles recorded of which many had been accrued with Her Majesty on board, was put up again for auction in July, with no reserve. This time it achieved around £20,000 with a percentage of the profits going to the Great Ormond Street Children's hospital. Hopefully this time the car is in the ownership of a Jaguar Enthusiast.

By the time you receive this copy of our monthly newsletter, club members will have attended shows at Saffron Walden, the Bus and Coach car show at

High Easter and the Silverstone Festival which is now celebrating its 75th Anniversary.

We were also pleased to be able to support the fund-raising initiative by staff at the local Morrisons store in Hadleigh Benfleet. Held annually in aid of the Little Havens Children's Hospice, a variety of cars were on show including a beach buggy, American hot rods, pick ups and a Shelby Cobra. All of which were admirably supported by our club Jaguars.

Members are also excitedly packing their bags and polishing prized vehicles to within an inch of their lives in anticipation of our long awaited trip to Yorkshire. Conceived and planned during the long Covid shutdown we will be eagerly heading north in early September.

Our Christmas Dinner Dance, *Puttin' on the Ritz*, will be on Saturday 25<sup>th</sup> November and those who are going are reminded that menu choices and final payments are due by 23<sup>rd</sup> September; please contact Neil Shanley.

You are also reminded that we still have a few places available for our club barbecue on the 24<sup>th</sup> September, and also our planned trip to the Netherlands in April 2024. Stena Line have now made their sailings available for booking (we are travelling from Harwich to Hook of Holland overnight on Monday 15<sup>th</sup> April and returning in the afternoon of Saturday 20<sup>th</sup>). For further information, please ask at our next club night which will be at 8.00pm on Tuesday 12<sup>th</sup> September—one week later than usual because of the Yorkshire trip—at our usual venue in Langdon Hills Golf Club, Lower Dunton Road, Bulphan RM14 3TY.

I look forward to welcoming you then.

**Steve**

## Committee Members

|                                                                                    |                                                                                                 |                                                                                     |                                                                                        |                                                                                       |                                                                                 |
|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
|  | <b>Graham Cook</b><br>Vice-Chairman<br>cook_gm@hotmail.co.uk                                    |  | <b>Ian Croxson</b><br>Secretary and<br>Membership secretary<br>ian@thecroxsons.com     |  | <b>Richard Gibby</b><br>Treasurer, Webmaster<br>and Editor<br>rwgibby@gmail.com |
|  | <b>Lester Magness</b><br>Social secretary and<br>Events coordinator<br>lestermagness1@gmail.com |  | <b>Neil Shanley</b><br>Committee member and<br>co-editor<br>neilshanley@btinternet.com |  | <b>Beverly Warren</b><br>Membership Secretary<br>beverlyrlwarren@gmail.com      |

## 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:

Mon 4–Thu 7 September JEC Essex Thameside Whitby & N Yorks Tour with Scenic Car Tours

Sun 24 September JEC Essex Thameside Club Barbecue hosted by Lester Magness, Orchard Cottage, Hatfield Road, Langford, Essex CM9 6QD

Sat 25 November *Puttin' On The Ritz* 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:

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

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## Summer and the Saffron Walden 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 19<sup>th</sup> 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 13<sup>th</sup> August under a warming sun, that several of our members gathered to enjoy the annual Saffron Walden 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. This was my second visit to this venue and I was joined by several of our members, plus some from Doug Warren's region of the XK Club.

Despite the unseasonable and changeable weather we are currently experiencing, the sun shone on us again and may have been one reason for the good attendance, both for visitors and show entrants.

Although we could not make contact with the organiser, we just turned up and were shown where to park, all very casual. We were an early set of arrivals, as the photograph shows, but were soon surrounded by dozens of vehicles of all makes. So what were some stand-outs for me this year?

Similarly early arrivals parked nearby immediately caught my interest. Parked side by side were a 1950 Ford V8 Pilot and a 1934 Morris 25 Saloon. Apart from both being superbly restored, they couldn't be more different with the older Morris displaying the typically British restrained styling for the year, whilst the Ford imported some American glamour, and a V8 engine, into the early post-war years.

The Morris was then the largest car built by the company and was designed to satisfy those who could not afford a Rolls Royce. With a 3.5-litre side-valve in-line six, a four speed plus reverse gearbox with a free-wheel facility, an automatic clutch and a self-starter, the Morris was well appointed. The story goes that by 1998, after six owners, it was in need of some TLC. Restoration was started, but the owner died before completion. The subsequent owner recommenced work in 2015 and, two years later, it was finished. Apparently, only four such cars exist today and this is the only one that is on the road.



The blue Ford Pilot was equally spotless. Built in Dagenham from 1947 to 1951 with a production run of 22,155 vehicles, the

Pilot was initially offered with the previous, pre-war model's 2227 cc side valve V8. However this quickly proved to be inadequate for a vehicle of its size and so it was replaced by the E71A engine of 3,622 cc. Whilst the engine's origins were American, Dagenham cast its own version incorporating many differences. It was even used in the Ford Thames Lorries. You could buy Pilots in saloon, estate, pick up, and van versions, but this blue saloon, complete with white walls does it for me.

There are always big Austin Healeys at classic car shows, often looking the part in light, ice-blue metallic over cream – what's not to like? The last of the Austin Healey sixes, the Mk III was manufactured in 1967





and there was little to replace it. That is unless you consider an HMC Healey Mk IV such as the one at this show. Made in the 1990s by the Healey Motor Company, it is one of a limited run of 167 cars. The original design was subtly updated incorporating more modern technology including: a 3.9 litre Rover V8, a double skinned GRP body, 5 speeds, all round discs, power steering, central locking, walnut dash and much more, resulting in a usable and reliable sports car. This car was one of the first RHD cars produced for the UK in 1996. Sadly, HMC lasted just ten years before rising overheads, changing emission regulations and the loss of Rover's engine supply resulted in the factory closing.

Mercedes were well represented, and I do love those 1960s to late 1980s models which appear to be hewn from solid steel ingots, but one older and rarer model



was on display. Parked next to a 1962 2200 Coupe sat a 1953 170SD. Not many RHD examples were imported and this must be the best of whatever is left on our roads. Its design dates back to the 1930s and it was the 170 that brought the company much-needed revenue in those harsh economic times. It was the first model to return to production after the

factory's destruction during WWII. This diesel variant is a late example with an all steel body.



A walk round the displays gave a glimpse of many rare and little seen models, not least a red Renault 15 TL Coupe (1971–79), basically a Renault 12 with a sexy body. Beautiful condition – when did you last see one?



Nearby to a lovely Vauxhall Velox sat a purple Mk I Cortina convertible, well customised with a very professional interior.





Ever heard of a Bayliss Thomas...? Neither had I. Established in 1874 to manufacture cycles, the company started to make cars around 1919 and ceased ten years later. The cycle division, later called Excelsior carried on till 1965.



Yet another rarity unknown to me was a Pemberton Brooklands. Based on a Citroen 2CV and designed to resemble a 1930's sports car, it looked faster than it probably was.



How about a brace of Lotus Cortina's registered 25 VUR and 27 VUR. They were part of a batch of 40 cars registered directly by Lotus Cars for promotion purposes. Both had the classic "A" frame, aluminium panels and mechanical upgrades. Both highly original and no doubt expensive.



The mix of vehicles was eclectic – vans, military and even tractors were present. Most were in show condition, but my prize for wreck of the day goes to a rubber bumper MG Midget with rust just about everywhere, which probably makes it the most original car here.



Finally, I will sign off with another Ford, this time a 1955 Zephyr Six Mk I convertible made by Carbodies from a Zephyr body shell and running gear supplied by the Dagenham factory. This LHD model was delivered to a French diplomat in Morocco and used until 1967 when he retired to Corsica with the car. It was stored in 1985 and sold in 1998 to an enthusiast who restored it. The present owner, also called Neil, bought it in 2016 with just 40K miles on the clock, reupholstered it and added a new hood. It has matching numbers and has never been welded. One to take home?

**Neil Shanley**

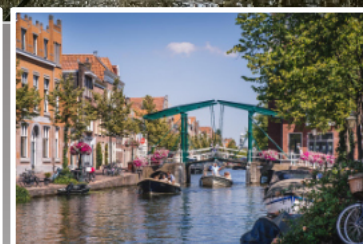




## J.E.C. Essex Thameside region

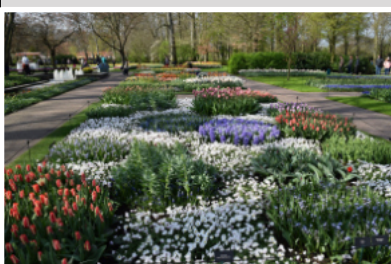
# Spring in the Netherlands

**6 days, 5 nights – Monday 15<sup>th</sup> to Saturday 20<sup>th</sup> April 2024**  
**from approximately £495 per person**  
 (based upon 2 persons per car and sharing a twin/double room)



Spring is by far the best time to visit the Netherlands, when the tulips and other bulbs are in full bloom. At 79 acres, Keukenhof is one of the world's largest gardens with over 7 million bulbs, open for just two months each year. Also visit the Louwman Museum in The Hague, an amazing collection of over 200 unique cars including 'Genevieve' from the 1953 film, and the first ever petrol/electric hybrid dating from 1917. Other visits can include Kinderdijk, a UNESCO world heritage site with 19 large windmills, the Zaanse Schans living museum, the Beemster Polder, Amsterdam, Delft and other cities, plus a special scenic driving tour following the old rivers and canals of Holland.

We shall be taking the Harwich–Hook of Holland ferry and staying at the Van der Valk Hotel in Breukelen near Utrecht. For further details, please contact Steve Rider ([srider@live.co.uk](mailto:srider@live.co.uk)) or Neil Shanley ([neilshanley@btinternet.com](mailto:neilshanley@btinternet.com))







## Bus & Coach Sunday Car Show – High Easter

Anybody heard of this one before? It was new to me when I spotted it on our Casual Drive Out chat group in WhatsApp. Thanks to Barry Miles who posted it. If you are not yet registered on this app, then I suggest you contact Vaughn High who will add you to the list.

The show was held at the High Easter HQ of Lodges Coaches, a well-known local coach and bus hire company close to Chelmsford. On the day, Doug Warren, Neil and Elaine Wylie, Peter Shaw and the writer attended from the club and enjoyed a pleasant few hours in the glorious sunshine. Martin and Jean were also present but without their Jag.



There are two fields next to Lodges garages which were filled with British stalwarts, American iron and, of course, a selection of buses and commercial vehicles. The quality of the exhibits was very high, as has been the case in all the shows recently. If buses and coaches are your thing, you could revel in nostalgia in and around the premises. For here you can see an open sided Bedford coach, several offerings from AEC, an “Emergency Equipment Bus”, some mid-fifties Bedford coaches and a Bristol single decker listing Clacton and Jaywick Sands as its destinations. An unusual model was a 1931 Gilford Coach naming Walmington-on-Sea as its destination point.



I also liked the older 1926 Chevrolet GMC 14-seater charabanc. With four doors and leather cloth backed upholstery, below seat storage, a hood and varnished wood, it retailed at the time for £360 or £28,158 in today's money.



Considering that I had seen little advertising for the show, there were plenty of cars to view. Our club was represented by Doug's XK8, Peter's MkII, my 420 and Neil and Elaine in their 1938 3.5-litre SS convertible, a real head turner with black body work and grey



leather. According to Neil, only five or six of these are left on the road.



American cars in the show tended to be older models, that is except for the trio of police interceptors. Two mildly-customised vehicles in the show were a Pontiac with an adapted Morris Oxford grille and a 1941 Chevrolet pick-up, both beautifully done, which sat next to a 1931 Studebaker open top with a dickey seat (or rumble seat as the Americans have it) and sitting on white wall tyres. Other notables included a 1947 Plymouth, a 1950s Cadillac and a 1941 Ford Deluxe.



Some rarities were on display, not least a nice Jensen Healey, a pristine Jowett Jupiter and an Austin Ruby cabriolet. A superb E-Type with 38 FHC as its registration was gaining much attention, although I could not find this plate on the government's DVLA Vehicle Check website.



I spotted another Ford Pilot, this time in white and equally as good as the blue one in Saffron Walden. Southend-registered, it was built in 1950 with a specification that included a built-in jacking system.

A fin-tail Farina Austin Cambridge, made to resemble an MG Magnette with a Riley 4/72 interior and painted in Lodge Coach colours, possibly may not go down so well with the purists and, in my eyes, its colour scheme did not relate well to the car. A late arrival was a 1954 Morris Oxford MO. It had had four lady owners before being sold to the current owner's father. Recently restored by the son, it was splendid in period grey.



Unusually, a "MASH" type helicopter landed and was part of the military vehicle display. It was also here that I met Derek Mathewson from TV's "Bangers & Cash"

– a very friendly person to talk to. The show ended with a fly-past by a Supermarine Spitfire from Duxford. I think it had American markings, but I'm no expert. Perhaps we should put this show on the map for next year?

**Neil Shanley**













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# September Car Quiz - Name The Make And Model



Figure 1



Figure 2



Figure 3



Figure 4

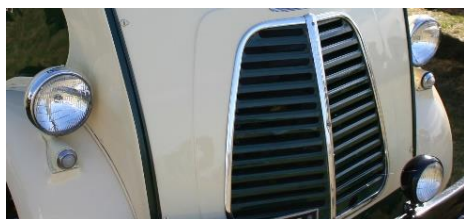


Figure 5



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) Vauxhall Nova GTE (1990-93 facelift model)
- 2) Cord Westchester Sedan
- 3) Daimler Conquest Century New Drophead
- 4) Ford Zephyr Ute
- 5) Ford Mustang
- 6) Vauxhall VX4/90
- 7) Ford Thunderbird
- 8) Humber Sceptre
- 9) Reliant Regal Van
- 10) Volga GAZ-24
- 11) Vauxhall Senator
- 12) Ford (Consul) Capri
- 13) Ford Sierra RS500
- 14) Hillman Minx
- 15) Rover P5B Coupé
- 16) Datsun Bluebird



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