

Essex Thameside News

Nº 201, January 2024



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Chairman's message

Steve Rider
 chairman@jecessexthameside.co.uk

Hello Essex Thameside Members,

It is with both anticipation and not a little excitement that the committee welcomes in the New Year.

2023 certainly ended on a high with club members Puttin' on the Ritz in style. Pictures of our Wags and details of the joint Christmas dinner dance with our Essex and Suffolk Club neighbours are featured later in this newsletter. Our new home at the Chelmsford Police Sports and Social Club is also proving to be a great location, enabling us to host a very successful end-of-year Christmas club night, with live music being provided by our very own Wag, Hilary Cameron, fresh from her performances at Googlies Jazz Club.

Building on that, we are putting together a programme of guest speakers for next year. We will welcome our first speakers of the New Year to our January club night, being representatives from the local branch of the Guide Dogs for the Blind Association.

The first club visit of the year is also imminent, with a planned outing to Fairmont Sports and Classics in Hutton. Our secretary, Ian Croxson, is maintaining a reserve list for potential attendees so, if you haven't already registered an interest, it might not be too late to get a place.

Rapidly approaching is our club trip to the Netherlands in April and those members who are

booked to travel are respectfully reminded that they will need to pay the final amounts outstanding to the club by no later than 31st January. We currently plan to advise all participants around the 12th of January of the precise sum to be paid, but it is currently anticipated to be in the region of £400 to £475 per car, depending on the exchange rate, type of room, number of occupants etc. You are also reminded to book your ferry crossing if you have not already done so - please contact Neil Shanley or Richard Gibby if you need any information about the ferry dates and times etc.

Correspondingly, the planned visits and shows that we propose to support throughout the year, together with general information on other local and national shows and events, are listed on the following page and more details will be published in club newsletters and advertised at future club nights as each event approaches. Specific booking and general ticketing details for the JEC 40th anniversary festival will be released this month and we will pass on the relevant information as soon as it becomes available.

Finally, it would be remiss of me if I didn't advise you of a recent change to your committee. Our vice-chairman Graham Cook has decided to stand down due to other commitments. Graham has been a member of the committee for many years, nearly six as chairman after stepping into the breach at very short notice and we are very grateful for his service. Well done and thank you very much to Graham.

Thank you once again for your ongoing support during the last twelve months and I look forward to welcoming you to our next club night in Chelmsford, on the 23rd of this month, at the start of an exciting new year.

Steve

Committee Members

	<p>Richard Gibby Treasurer, Webmaster and Editor rwgibby@gmail.com</p>		<p>Ian Croxson Secretary ian@thecroxsons.com</p>		<p>Lester Magness Social secretary and Events coordinator lestermagness1@gmail.com</p>
	<p>Beverly Warren Membership Secretary membership@jecessexthameside.co.uk</p>		<p>Neil Shanley Committee member and co-editor neilshanley@btinternet.com</p>		<p>Committee Member</p>

Forthcoming Events

Monthly club nights:

Club night meetings usually start at 7pm on the fourth Tuesday of the month—exceptions noted in bold below—and take place at the Essex Police Sports & Social Club, 50 St Margarets Road, Chelmsford CM2 6DA.

Tuesday 23 January; Tuesday 27 February; **Wednesday 27 March** (AGM); Tuesday 23 April; Tuesday **21** May; Tuesday 25 June; Tuesday 23 July; Tuesday 27 August; Tuesday **17** September; Tuesday 22 October; Tuesday **19** November; Tuesday **17** December.

Shows, events and trips (those with Essex Thameside-organised attendance in bold):

Mon 1 January	New Year's Day Classic Gathering, Brooklands Museum, Weybridge, Surrey, KT13 0SL
Sat 27 January	Visit to Fairmont Classic & Sports Cars, 18 Tallon Road, Hutton, Brentwood CM13 1TJ [please contact Ian Croxson ian@thecroxsons.com if you wish to participate]
22-24 March	Practical Classics Resoration Show, NEC Birmingham
31 March	Transport Fest at the Museum of Power [please contact Lester Magness if you wish to participate]
13-14 April	Goodwood Road Racing Club - 81 st Members Meeting
15-20 April	Netherlands Tour [fully booked]
21 April	Drive-It Day with the Billericay Mayflower Rotary Club
18-19 May	Beaulieu Spring Autojumble
2 June	St Osyth's Classic Car day with Essex & Suffolk Borders region
15-16 June	Fathers Day Motorfest, Kings Farm, Writtle
23 June	Hatfield Heath
23 June	Simply Jaguar, National Motor Museum, Beaulieu
23 June	Little Waltham Open Gardens & Classic Car Show
11-14 July	Goodwood Road Racing Club - Festival of Speed
14 July	Orsett Classic & Vintage Show
28 July	JEC 40th Anniversary Summer Festival, Gaydon
10 August	Essex Thameside region 35th Anniversary Barbecue, Essex Police Sports & Social Club
23-25 August	Silverstone Festival
6-8 September	Goodwood Road Racing Club - Revival meeting
14-15 September	Beaulieu International Autojumble
8-10 November	Lancaster Classic Motor Show at NEC Birmingham

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Jag Wags Puttin' On The Ritz – Yes We Did!

Remember JAG WAGS derive our name from the footballers' "Wives and girlfriends – known as WAGS". We are strong women. An altogether more sophisticated bunch of wives and girlfriends without the massive lips and sunglasses. Many of us share a passion for cars but also many other interests.

When I looked up "what was happening in the 20s" I found this quote

"The 1920s was a decade of profound social changes. The most obvious signs of change were the rise of a consumer-orientated economy and of mass entertainment, which helped to bring about a 'revolution in morals and manners'. Sexual morals, gender roles, hair styles

and dress all changed profoundly during the 1920s".

Let's unpick this a little in true Wag Style...

Profound Social Changes: The WAGS certainly embraced this on 25th November and all WAGS profoundly changed themselves to fully embrace the 1920s.



Consumer-orientated economy: Half of this was easy for the WAGS who certainly consumed on the night –

but not necessarily economically.

Mass Entertainment: This was even easier – see photos below.



Gender Roles: The men fully embraced accordingly.



What a night we had.

Thanks go to the Essex and Suffolk Borders Jag Club for pulling out all the stops and inviting our club to join in this amazing evening and all the WAGS for putting in maximum effort.

Liz Croxson

Revolution in morals and manners: WAGS had to tone it down a little.





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Their Rover 10 did require a little more elbow grease – the sticker said “Save Me” and the car was open to offers.

Their BMW 2002 was bravely shown complete with its decades of moss which adorned every panel, no doubt due to its “careful” storage.

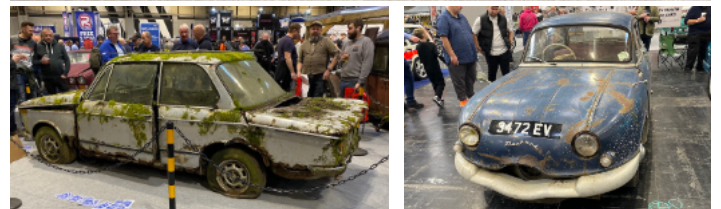
Not to be outdone, Tasty Classics had a rusty and rare Panhard, lost for 48 years in a barn in the south of England and the subject of a YouTube special in March 2023. It is believed to be the only RHD example left in existence. It will be sympathetically restored, keeping it as original as possible, including some of its looks, and

making it fit for the road – ummm! It made the Taunus on one of the Ford displays look positively brand new.

A Date at the NEC – Part 2

Hello again! You may remember that we looked at some of the cars that stood out in Part 1 last year – actually, it was really only last month. So, in Part 2, some of the not-so-perfect exhibits, amongst some other items that held our interest.

If you are after a classic that needs a little weekend work, then look no further than M25 Classics. Here you could purchase a '75 Datsun 269 Estate – now quite rare – with just 39k miles on the clock and a personal plate for £8,500 or £6,500 without the plate. Registered '56 NOB', I think I would do without the plate and save the two grand. Of course, it would need some polishing.





Speaking of rust-riddled heaps, the Triumph 2000–2.5 Club also entered the fray with an early 2000 that was so bad that you could see the road through

most of its missing floor. On the positive side, apart from the bonnet and some minor items, the car was complete. And, as was demonstrated to us, the rear nearside door opened and shut with a vault-like clunk and precision. So why save the car from a scrapyard at the 11th hour as it was scheduled for the crusher? Well, if you looked at the chassis plate, you would note that it was chassis number 1 – the first Triumph 2000 from the production line. The owner is now trying to decide where to start the restoration. Good luck with that!



At the other end of the spectrum, how about a 1950 Austin K4 5-ton 1200-gallon tanker, complete with National Benzole livery? This had been owned by the company until 1957, when it was sold to a firm called W H Brockman, and used until 1966. Found in a scrapyard on the docks in Sheerness in 1991, it is a credit to its previous owner after a 10-year restoration.

Stranger still, on display was a three-wheeled John Deere tractor from the USA alongside several of those little petrol machines that older men sit around watching them gently wobbling and making a “putt putt” sound as their various flywheels and belts spin round.



On a more modern technology front, it was interesting to see one company displaying some excellent classic cars converted to battery power, but a Ferrari Testarossa without a V12 under the hood – sacrilege!

Over in Hall 8, which regulars will know contains most of the Ford clubs, a beautifully restored and upgraded '66 Cortina was a real standout, with an exceptional interior and a boot better trimmed than many cars' interiors today. A barn-find Taunus and an eye-catching Crayford Corsair convertible were also on display amongst many splendid machines.



Our JEC magazine editor, Wayne Scott, was on hand at the TR Register stand, explaining the history of the Jabbeke TR2 which was standing alongside an electric Triumph TR25. This is a concept roadster by Makkina and labelled as a reborn TR2 with a single seat configuration, paying homage to the record



breaking '53 TR2. Built in 2023 on a BMW i3S platform, it was built with the permission of BMW, which now owns the brand, and has

the same footprint as the original TR2.

I get a buzz from seeing "ordinary" cars at the show; you know, the sort that were once ubiquitous and now just a fading memory. Well, they didn't come more ordinary than Vauxhall's Viva HA, their first unitary construction small car. Even my wife had one when we were students. This red example is an early Luton-built car from 1963 and probably the oldest still on the road. With 40,000 miles from new and with only three owners in 60 years, it had the cloth seats which only those Vivas from Luton had, before production switched to Ellesmere Port and vinyl-faced seats were used. Take a look at the other Vauxhalls nearby, such as the Victor, Crestas, Chevettes and Venturas – when did you last see one?



You always come across something you have never seen before as you walk through the Halls and



a car on the Borgward Drivers Club area was it for me this year. It was a



red 1959 Lloyd Alexander. Made from 1957 to 1961 in Bremen, about 176,000 were manufactured. They were powered by a 2-cylinder 600cc air-cooled engine capable of around 60mph maximum speed using up to 45 mpg. Very economical but there are only two remaining in the UK.



Moving to the former Eastern Block, if you like visually challenged cars, try the Wartburg Trabant IFA Club corner. Here you would observe a couple of



'interesting' vehicles, not least a 1938 Tatra T97 – one of only 508 assembled just before WW2 broke out. Originally pink – yes, pink – it was delivered to its new lady owner in Bratislava just before Christmas that year. After the war, the previously German factory found itself in the former Czechoslovakia

where it stayed until its demise in 1999 as the third oldest surviving car company in the world.

One club stand I thought I would never see was that of the Sinclair C5 Club. They even had the original prototype on display.

The LGBTQ stand showed some handsome machines, none more so than the champagne Citroen DS décapotable, but not all was





as it seemed. This was not a Henri Chapron original but a 1972 saloon DS which had been converted into a, well, convertible. The detail was extremely good with the

previously-cowled twin-headlamp wings being replaced by ones with single lens and mounted spotlights in pods. Even the rear special indicators appeared authentic. It had me fooled.

On the Volvo stand they displayed the very original-looking Saint's P1800, including its actual registration number and a period photograph of Roger Moore with it. Sadly, this too was a replica – aren't they all?



It wasn't just cars on show. There were many traders selling tools, parts, used parts and a vast choice

of memorabilia. How about old petrol pumps converted to wine chillers or tyre pressure pumps now reworked as electric car chargers? You could buy a pair of classic

Renaud sunglasses as worn by Jim Clarke or like those of Rossano Brazzi in the opening credits of "The Italian Job". They didn't come cheap at £1200 to £1500 per pair, but they did have real gold frames.



We bumped into Kieran at the Scenic Car Tours stand before seeing a trade stall selling tools repurposed as cutlery. Here you could buy a spanner bottle opener, a spanner butter and cheese knife or even a set of four spanner spoons, although I am not sure what I would do with a set of three wire wheel



hub glasses. Maybe place them on a bar made from the front section of a VW Microbus or other classic as one trader was selling.

It looks like we have run out of space again with so much more to describe. So, instead of me writing a further instalment, why don't you make a date in your diary for the 2024 November Classic Car Show? You won't be disappointed.

Neil Shanley

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