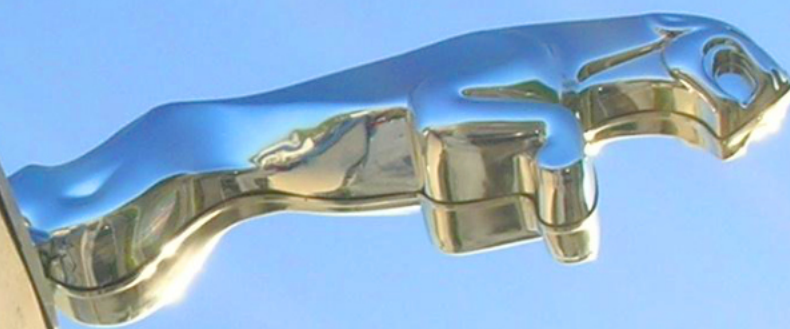


Essex Thameside News



N° 218, June 2025



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Chairman's message

Steve Rider

chairman@jecessexthameside.co.uk

Hello Essex Thameside Members,

It's certainly a busy time for the club. Forty members have just returned from a very successful tour of the Cotswolds, organised by our Vaughn High and supported by other committee members. For those members who were unable to join us on the trip we plan to show the video tour diary compiled by our Keith Schofield at June's club night. It will undoubtedly whet your appetite and perhaps persuade you to join us on our next visit to the area or perhaps even farther afield.

With barely time to do the washing and replenish the fuel tank, fifteen members then set off for the Sandringham Pageant of Motoring weekend in Norfolk. The event typically features classic, rare and race vehicles, a diverse range of traders, live music and other entertainment. Reports on both of these trips will follow in future newsletters.

At the time of drafting this message, we are preparing to welcome representatives from the Essex and Herts Air Ambulance at our May club night. The organisation is a charity with twin bases at Earls Colne and North Weald and their operating costs are in excess of £12 million a year, therefore they rely heavily on donations to fund their services. Following the talk and video we plan to arrange a visit to their operating base at North Weald Airport.

Once again, we have enclosed advertisements for some of the shows and events that we plan to attend should you wish to join us. For the latest information on proposed events please refer to our Events Diary in this newsletter or check our website for any last minute additions. But I would specifically draw your attention to a potential slight change with regards to the Lavenham Classics Show on Sunday 24th of August: at present, the organisers Eventbrite have requested that all bookings to attend should be made through them. Our Ian Croxson is seeking clarification as to whether the club can book on behalf of our members, as in previous years. Consequently, we will update you as soon as we hear back from Lavenham Community Council.

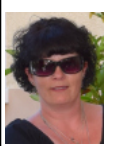
Like many car clubs and other primarily social organisations, our ranks were thinned as a result of the Covid epidemic. But I am pleased to say that our numbers are increasing and our membership secretary is currently processing applications to join us from several fellow enthusiasts. Consequently, I am very pleased this month to welcome Rod Norgate to the club.

Finally, Tuesday 24th June is the date of our next club night and, as mentioned above, we will be showing the video of our Cotswolds trip prepared by Keith. In addition, we will be updating you on plans to return to the Cotswolds, the southern part this time, as well as proposals for other trips both domestic and abroad. We hope that you will join us on the 24th.

Happy motoring,

Steve

Committee Members

	Richard Gibby Treasurer, Webmaster and Editor rwgibby@icloud.com		Ian Croxson Secretary ian@thecroxsons.com		Lester Magness Vice Chairman and Social Secretary lestermagness1@gmail.com
	Beverly Warren Membership Secretary membership@jecessexthameside.co.uk		Neil Shanley Committee member and Co-editor neilshanley@btinternet.com		Vaughn High Committee Member vaughn.high@sky.com

Events Diary

Club nights start at 7.00pm on the last Tuesday of every month (except Tuesday 23rd December 2025)

Shows, Events and Visits

For information and/or to book, please contact Lester Magness (lestermagness1@gmail.com or 07739 263330) except where otherwise indicated.

7 th June	Visit to The Historic Dockyard, Chatham ME4 4TZ
22 nd June	Hatfield Heath Festival, Hatfield Heath CM22 7EB (Contact Neil Shanley: neilshanley@btinternet.com 07973 874022)
6 th July	Classic Car Show at RHS Hyde Hall, CM9 5JQ
13 th July	Orsett Classic & Vintage Show, Orsett Showground RM16 3JU
22 nd July	Joint JEC Essex / RREC East Anglia midweek visit to Barnards Farm, Brentwood (Contact Richard Gibby: rwgibby@gmail.com 07866 268522)
26 th July	Display at Essex Police Sports & Social Family Weekend, Chelmsford CM2 6DT
2 nd August	Visit to Biggin Hill Spitfire Factory (<i>fully booked</i>)
24 th August	Lavenham Classics, Suffolk CO10 9QT
7 th September	Classics at Glemham, Woodbridge, Suffolk IP13 0BT
14 th September	The Big Barleylands Classic Motor Show, Billericay CM11 2UD
6 th December	Annual Christmas Bash, at Pontlands Park Hotel (Contact Neil Shanley: neilshanley@btinternet.com 07973 874022)

Others - for information only

23 rd June	Simply Jaguar at Beaulieu
6 th –7 th September	Beaulieu International Autojumble
12 th –14 th September	Goodwood Revival, West Sussex
14 th September	Maldon Classic Car Show, Promenade Park, Maldon CM9 5JG
8 th –10 th November	Lancaster Classic Motor Show at the NEC, Birmingham

Sunday 22nd June 2025

Hatfield Heath Festival

This Festival takes place in June each year and is a pleasant day out on the very large village green. There is “something for all the family” – stalls, fairground attractions and so on. There is also a large contingent of classic cars – even a rocket propelled bike turned up last year.

This is our second year here and it is proving as popular as the first one. We already have 17 cars attending and there is no charge. You still have a little time to book, so please email, phone, text or WhatsApp Neil Shanley to save your place. (neilshanley@btinternet.com, mob 07973 874022). And now for the details:

Location: Hatfield Heath, Bishops Stortford, Essex CM22 7EB

Start time: around 08.30





Visit to Barnards Farm on Tuesday 22nd July 2025

The private home of Bernard & Sylvia Holmes, Barnards Farm in West Horndon covers 22 hectares of gardens with a significant collection of sculptures by famous artists and, in the garages, a magnificent collection of veteran cars in full working order, several of which participate in the London to Brighton Run each November. Our very own Roger Petheram has worked on some of them.

We last visited six years ago on a busy open day. In contrast, this is a private, midweek visit arranged by Richard Gibby for members of the Jaguar Enthusiasts and Rolls Royce & Bentley Enthusiasts Clubs. Unfortunately, the miniature railway around the gardens will not be steamed up and working, but we will be able to tour both the gardens with their sculptures and all the cars in the garages.

Our last visit was a great success and why not come this time and meet some fellow car enthusiasts from East Anglia?

Entry cost is £10 per person, payable in advance. Please bring your own picnic and note that dogs are not permitted anywhere on site because of local hares and other wildlife.

To book your place on this exclusive visit, **contact Richard Gibby** on **07866 268522** or **rwgibby@gmail.com**



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Matthew Overall, Head of Business at Grange Jaguar Brentwood has offered the following to all fully paid up members of JEC Essex Thameside

- 50% off normal labour rates for cars over 5 years old.
- Basic Oil Service with wash - £199. Collection of vehicle is chargeable but most can be completed while you wait.
- 10% off spares

Please mention your membership of JEC Essex Thameside when booking.

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Drive-It Day: 27th April, 2025

The Rotary Club of Billericay again organised a route for this annual event. Named the *Tulip Rallye*, for a donation of £20, you could take your classic car and passenger for a pleasurable 50-mile drive around the Essex countryside. Well organised, the journey started at 10.00 am from the car park at Barleylands in Billericay and finished at Guards Timber Merchant field in East Hanningfield, at some time in the early afternoon and all under a cloudless sky.

The event raised over £3,000 for charity which I believe was St Luke's Hospice. Over 120 cars took part, around ten of which were from our club. We set off in stages, but I ended up behind a slow-moving Citroen Light 15, which took some spanner work to start. Luckily, we were able to get in front of it when the driver took a wrong turn. It later transpired that the car shed a tyre and had to retire.

We did pass a few broken-down vehicles, but all seemed to finish in the end. On the way, we were surprised to see Lester in his MKII driving in the opposite direction towards us. Not surprising really, since he did not have a navigator with him. I would have been lost without Sue as we drove through Stock, Ingatestone, Fryerning, Loves Green, Cooksmill Green, Roxwell, Boynton Cross, Little Waltham, Fuller Street, Terling, Hatfield Peverel, Papermill Lock, Little Baddow, Bicknacre and East Hanningfield (I think that was all of them!). Many of the roads were little more than one car's width. Lester finally made it to East Hanningfield as the last car in!

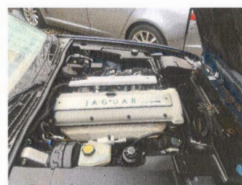
A good day out, and you can access the official photographs of some of the cars on mayflowerrotary.org/drive-it-day-2025, or on Youtube. Or simply enjoy those photographs printed here, some being from our expert photographer Liz Croxson.

Neil Shanley



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Famous Automotive Brands: Chrysler

You will have heard of many international car companies, but maybe now little of the stories of the people who gave their names to adorn the vehicles they produced. In these occasional articles, we will look at a few of the giants in the automotive world and hopefully tell their stories – starting with Chrysler. Although predominantly an American company, Chrysler's products and factories could also be found in the UK, Europe, Canada, South America and Asia.

The man who started it all was Walter Percy Chrysler (1875 – 1940). Born in Kansas, his father was Canadian, from Ontario, and was of mixed German, English and Dutch ancestry, whilst his mother hailed from Missouri with German roots. Walter's father Henry was a locomotive engineer for the Kansas Pacific Railway (which later became the Union Pacific Railroad). Walter started his career as an apprentice in this company and took correspondence courses from schools in Pennsylvania, earning a Mechanics degree and becoming a machinist. He spent many early years working for several railroad



American Locomotive Company of Allegheny

companies across the West, increasing his knowledge and experience with each job. Often his moves were due to restlessness or his quick temper. At the height of his railway career, he became works manager of the Allegheny locomotive erecting shops of the American Locomotive Company (Alco) and his interest in cars came during this period when he visited the Chicago Auto Show in 1908. He immediately saw the immense possibilities of self-propelled vehicles without rails.

Following this, he borrowed \$4,300 to buy a Locomobile – then advertised as “The Best Built Car in America”. It was delivered via rail and towed to his home by a team of horses because Walter could not drive. Over a period of several months, he took the car apart to study how it worked. After he had re-assembled it, he finally drove the car.



1908 Locomobile

By 1911/12 he was earning \$12,000 per year at the American Locomotive Company when James J Storrow, a banker and director of Alco summoned Walter to a meeting to see if he had given any

thought to becoming an automobile manufacturer. Walter was very interested, so a meeting was arranged with Charles W Nash, then president of Buick, part of the growing General Motors Corporation, who was looking for a good production chief. Nash's offer of \$6,000 per year was half of what Walter was earning at Alco, but he



Charles W Nash

was so keen to enter the car business that he accepted. During this time with the company, Chrysler made improvements to production methods, reducing costs. For example, he ended the practice of finishing the chassis and body undercarriage to the same luxurious standards as the visible car bodywork. Buick's output subsequently rose by six-fold to 550 cars per day

and, by 1915 Walter's salary increased to \$25,000 per year, more than four times his pay just three years before.

In 1916, William C Durant, who had founded General Motors in 1908, regained control of his former company from the bankers who had taken control of it previously. Unfortunately, Durant and Nash clashed resulting in the Buick president leaving the company. Chrysler, who was closely associated with the banks, submitted his resignation to Durant.



William C Durant

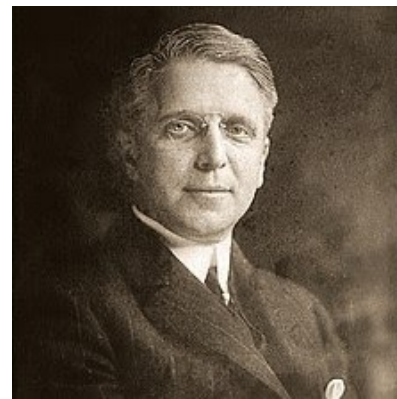
The latter promptly took the first train to Flint, Michigan (home of Buick), in an attempt to persuade Walter to stay on. He offered him the then unheard of \$10,000 (\$289,000 in today's money) per MONTH for three years with a \$500,000 bonus each year end to stay on – worth \$14,400,000 today AND \$500,000 (\$14,400,000) in shares. Walter would only report to Durant and would have complete control of Buick with no interference. As you would expect, Walter accepted immediately.

For the next three years, under Walter's leadership, Buick's factories expanded and its income increased to more than 50% of GM's total revenue. Durant, however, despite his promises, could not stop himself from interfering and that, together with his vision of GM's future which did not accord with Walter's, led to Chrysler resigning. Durant paid him \$10,000,000 (\$181,000,000 today) for his shares making him one of the richest men in America in 1919. Not bad from a starting salary of \$6,000 a year in 1911. Chrysler and Durant did, however, remain friends for the rest of their lives.

Meanwhile, Walter's old friend, banker James J Sorrow, enlisted him to turn around the troubled Willys-Overland Motor Company so that Sorrow's banking consortium would not lose their investment in the company. Chrysler was given a salary of \$1,000,000 per year (\$18,100,000 today) for two years. He was successful in reducing the company's debt.



James Jackson Sorrow ii



John N Willys

He left Willys in 1921 after trying and failing to buy it from the founder, John N Willys. He then acquired the Maxwell Motor Company, also in financial trouble, and absorbed it into a new company called The Chrysler Corporation in Detroit in 1925. He created Plymouth and DeSoto marques and purchased Dodge Brothers (re-named Dodge) in 1928. That same year Chrysler commissioned and personally financed the building of the Van Alen designed Art Deco Chrysler Building in Midtown Manhattan. It was the world's tallest building for 11 months after its completion in 1930. More another time.





Zeder, Skelton and Breer

Whilst at Willys, Walter employed three engineers to work on a much needed new car for the company. It was never built by Willys, however. During his ownership of Maxwell, Walter had the same three engineers – Zeder, Skelton and Breer were employed again by Walter, with the result being the 1924 Chrysler Six. The car was light and powerful, coming with hydraulic brakes to all four wheels – it was a big hit. By 1933, Chrysler had beaten Ford to second place in American car makers behind General Motors. Not bad for a boy from Kansas!



The Good Maxwell Tourer 1923/24



1924 Chrysler Six

Epilogue

Walter Percy Chrysler was 61 years old in the spring of 1936 when he retired from an active role in the daily business of the Corporation. Two years later his wife, whom he had known from childhood, died at the age of 58 and Walter, devastated by the loss, suffered a stroke from which he never recovered his previous good health. He died in New York in August 1940 from a cerebral haemorrhage at 65 years old. He is buried at Sleepy Hollow Cemetery, New York alongside his wife, Della Viola, in the family mausoleum.



Neil M Shanley
(well, everyone else in this article has a middle initial!)



1930 Plymouth Coupé



1930 Desoto 4-door sedan



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Christmas 2025 at Pontlands Park Hotel

Those who attended our 2024 Christmas Dinner and Disco at Pontlands Park all requested a repeat in 2025. So, you will be pleased to hear we are doing exactly that.

The venue has offered us places at 2024 prices and so the Club has pre-booked four tables of ten place settings each. Here are the details:

DATE: Saturday 6th December

VENUE: Pontlands Park Hotel, West Hanningfield Road, Great Baddow, Chelmsford, Essex CM2 8HR

TEL: 01245 476444

TIME: 19.00 hrs (TBC)

COST: £69.50 per person

Dress: Smart to Party (Black Tie can be worn)

Menu: TBC

Should you wish to stay the night, the hotel has 35 rooms with prices ranging from £171 to £243 per room per night.

Already, we have over 30 members and their partners who have expressed their interest so, if you would like to be added to the list, please email neilshanley@btinternet.com with your name and how many places you require. The Club has reserved 40 places, so please pay your deposit to the Club at your earliest convenience to guarantee your place(s). The monies can be paid direct to the Club via bank transfer (details below), or at club night by cash or cheque payable to Jaguar Enthusiasts Club Essex Thameside.

CLUB BANK DETAILS;

NAME: Jaguar Enthusiasts Club, Essex Thameside

SORT CODE: 60-11-15

ACCOUNT: 54186439

Please specify Xmas Bash 2025

We hope to see you there!

Neil Shanley

Visiting JLR Classic Works with the Jaguar Breakfast Club

As we head into our summer season I recently got advice of an event on 10th May being organised by the Jaguar Breakfast Club at Ryton-on-Dunsmore, just outside Coventry. The Jaguar Breakfast Club is a club in name only as they have no membership structure or subscription. Founded by Peter Simpson in April 2016, it held its inaugural meeting at the British

Motor Museum, Gaydon and attracted 150 Jaguars. Anyone who has an interest in Jaguars is automatically a member. Invitations were sent out to various registered parties and I duly applied and got two of the 150 places offered.



Tempted by the offer of a free bacon roll and coffee, with perfect weather to go 'topless', the opportunity of displaying my X150 on its 20th anniversary outside the main JLR Classics works facility was too much to resist. I had a spare seat, so Neil Shanley and yours truly set off on a wonderful day of celebration.



The JLR Classic Works site is the largest of its type in the world with 14,000 square feet. It features a vehicle showroom plus 54 fully equipped workshop bays, a teardown area, a dedicated engine shop, an upholstery section and space within to house over 500 vehicles, including many from the James Hull collection. The venue maintains an archive of original documents and sells approved classics, all having benefitted from the expert attention of skilled crafts people. You can also have your Jaguar/Land Rover serviced here by their team. We were delighted to be joined by Graham Cook and a few other members past and present. There was something for everyone from the feature display of both X100s and the aluminium-bodied X150s, plus a diversity of Jaguar models, past and present.



We enjoyed tours of the works where race- and rally-prepared cars were very much in evidence, together with such interesting cars as William Lyons's Jaguar Mark 10, and one or two of the Ian Callum Jaguar CX75 cars featured in the James Bond film, "Spectre". Seven cars were supplied to the film makers. For our more technical readers, these concepts featured a hybrid powertrain with four electric motors and two diesel-fed turbines to recharge the battery. The car never reached production but, with a V8 engine, did hit the roads of Rome in the movie – driven by Blofeld's henchman, Mr Hinx.

The upholstery department provided us with an insight into leather used for much of the cars' interiors. On display were sections of hide demonstrating the imperfections often found when choosing hides for the cars. Stretch marks around the underbelly of the animal could indicate a previous pregnancy as well as a well-fed bovine. Small spots were the remnants of midge bites together with scarring caused by fencing and, in the past, barbed wire. How did the car makers overcome these problems? Well, the hides were mainly imported from Norway where the animals were kept indoors and not in fields, thus reducing any damage. Scottish-raised cattle were not used to avoid the midge bites which are more prevalent in that country from late spring through to late summer. The colour of the leather was also of interest. We were informed that initially, the leather was treated and came out of the process a blue colour. The various colours required were often painted on, but now the hides are dyed so that there can be no colour 'peeling', since the dye permeates all the way through the material. This means that it is now non-porous, so only needs a cleaning compound. Apparently, leather feeding products are useless on these hides. I have no experience of these facts, so I have repeated what we were told by the expert.



The cars that were for sale in the well-appointed entrance/showroom were immaculate. Take, for example, the 2023 F-Type 5.0 V8 75 P450 AWD Roadster for a mere £59,950. It

certainly looked dramatic with powerful proportions sculpted from light, stiff aluminium. Celebrating the final model year and also 75 years of Jaguar sports cars in 2023. It had 20 inch wheels and unique badging. With Carpathian Grey metallic paintwork and Ebony Windsor leather, the car had just 3242 miles on the odometer.



The entrance contained many other prized vehicles including; a D Type, C Type an XKSS, Land Rover Defenders, classic Range Rovers and also various

beautifully appointed sitting/meeting areas. Oh, and not forgetting Luey the Lion. Created by the Land Rover Design team, it was inspired by "HUE 166", the very first Land Rover, affectionately known as "HUEY". It is associated with "Born Free" which is Land Rover's global conservation partner.

It was a wonderful sunny day and we had the roof down for all our journeys. It was good to catch up with other members from the regions and a huge thanks must go out to JLR for their hospitality the mechanics and staff who worked hard to ensure a good time was had by all.

Ian Croxson







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