

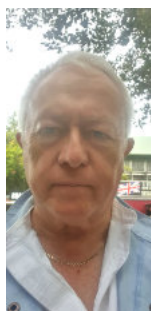
Essex Thameside News



N° 221, September 2025

Contents

- 2. Chairman's message
- 3. Events Diary
- 5. Orsett Classic & Vintage Show
- 8. Essex Police Family Fun Day
- 9. Power of the Past Collection: a trip back in time
- 13. Barnards Farm, 22nd July



Chairman's message

Steve Rider

chairman@jecessexthameside.co.uk

Hello Essex Thameside Members,

With the weather definitely now having an autumnal feel, it's an indication that the 2025 show season is nearly at an end, but we have again had an incredibly busy and entertaining period.

Consequently I'm grateful for the efforts of our scribes and their accounts of our attendance at the Orsett Classic and Vintage Car shows and the Essex Police Fun Weekend at Chelmsford. Also the description of some of the exhibits at the Power of the Past Museum in Bentwaters and at Barnard's Farm and Miniature Railway at West Horndon. They show the wealth of some of the collections on our doorstep, as well as the enthusiasm of the owners and curators who put together their exhibitions.

We still have Glemham, Barleylands and the Goodwood Revival to look forward to in the coming month and it's still not too late to reserve a place for our proposed visit to the Chatham Historic Dockyard on 5th October. I would also like to remind you that tickets for the Classic Motor Show at the NEC on the 7th–9th November, are currently on sale and a small discount is available for tickets purchased before midnight on Thursday 6th November.

As previously reported, this is the first of our monthly Newsletters to be provided in a slightly different way. Members will now receive a simple electronic link in an email so that you will have direct and seamless access to that newsletter on the club website. It should assist those members who have trouble with a restriction on the size of electronic mail files they can receive. Consequently, I will be seeking feedback from members, following this transition, at our next club night.

It would also be remiss of me not to mention or thank Lester Magness for taking the helm at our last club meeting. I don't think it hurts to emphasise that running the Essex Thameside Region is very much a team effort and all of the committee regularly pitch in. In Lester's case he does not just stand in for me at club nights but he also takes the lead in arranging many of the trips and visits that we offer to members. He is, for example, currently still attempting to finalise details for our proposed autumn visit to La Rochelle next month.

Hopefully, joining us at our next club night will be new member Chris Bailes and I am sure that you will join me in giving Chris a warm welcome to the club. Tuesday 30th September is the date of our next night at our Chelmsford base and we hope to see as many of you as possible then.

Happy motoring,

Steve

Committee Members

	Richard Gibby Treasurer, Webmaster and Editor rwgibby@gmail.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

7 th September	Classics at Glemham, Woodbridge, Suffolk IP13 0BT [<i>Contact Ian</i>]
14 th September	The Barleylands Classic Motor Show, Billericay CM11 2UD [<i>Contact Neil Wylie</i>]
5 th October	Visit to Chatham Dockyard [<i>Contact Lester</i>]
6 th December	Annual Christmas Bash, at Pontlands Park Hotel [<i>Contact Neil Shanley</i>]

Others - for information only

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

Contact Details:

Lester Magness	07739 263330 lestermagness1@gmail.com
Ian Croxson	07477 785005 ian@thecroxsons.com
Neil Shanley	07973 874022 neilshanley@btinternet.com
Neil Wylie	07482 734881 neilwylie247@gmail.com
Richard Gibby	07866 268522 rwgibby@gmail.com
Vaughn High	07910 787411 vaughn.high@sky.com



A painting by Neil Shanley:
guess the film...

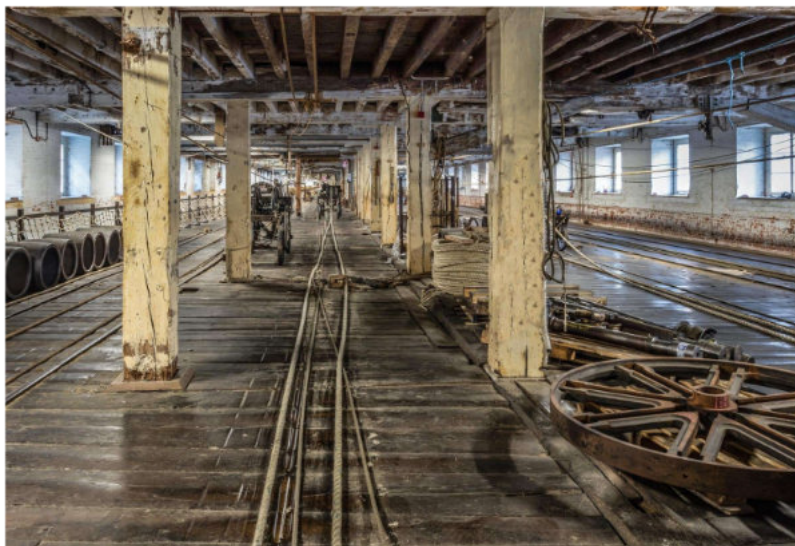
Group visit to Chatham Historic Dockyard



Sunday 5th October 2025

£ cost and further details t.b.a.

To register interest, please contact Lester Magness on 07739 263330 or lestermagness1@gmail.com





Orsett Classic & Vintage Show

13th July, 2025

Orsett is a village located within Thurrock unitary district in Essex, north east of Grays. Primarily, it was an agricultural community and, during the mid 16th century, the residence of the bishops of London. A show has been running from 1895 to the present day on the first Saturday in September, mainly showing horticultural and farm-based activities including pigs, cattle and horses. However, this year's show on 13th July focused on mechanical horsepower, with the addition of food vendors, auto jumble stands, craft stalls, wrestling, falconry, a fairground and...a "Transformer", but more of that later.

The grounds are vast and dusty with plenty of space to contain the impressive number of our club members' cars from across the Jaguar range. We welcomed XJ6s and XJ40s of all series, plus E- and F-Types, Mark IIs, XJSs, XK8s, convertibles and saloons which, we believe, created more interest than a one model club. Thanks go to all who made the effort to attend...and more thanks must go to everyone who helped the erection and subsequent dismantling of our club "Igloo" tent; much appreciated.



Because of the show's size it does take some time to visit all the vehicles and club stands attending, let alone to list them all. So, I have narrowed down my choices here to include once-popular UK and Japanese cars, American vehicles from the '40s, '50s, '60s and '70s, plus some rarely-seen former "iron curtain" models. Oh, and one or two other cars that I thought worthy of a mention.



On the Ford stand, this beautifully prepared Mk I Cortina Convertible looked like fun, as did the similarly coloured Consul Capri nearby. Someone brought along a '67 Jaguar 420 in burgundy – not me, although mine was on the club stand. How about a Sunbeam Rapier fastback, the increasingly rare, last-of-the-line model? A John Lennon '65 psychedelic Rolls Royce Phantom VI replica came to the show. It was created by Fallon's Workshop, who did the original car in 1967, to celebrate the 50th anniversary of John buying the vehicle and the 90th



anniversary of the Phantom model range. I think I would have stuck with its original garnet over black colour scheme. On a slightly smaller scale, and keeping with the Beatles theme, I spotted a highly original '57 VW Beetle 1200 in a plain darkish red. Very desirable.

Speaking of originality, you would be hard pressed to beat the beige Ford Anglia of 1960 vintage which was for sale. This car had never been touched and looked well for it. Yours for £8,995 – the price of true originality. If you fancy a convertible Ford, there was a brace to choose from – a Corsair 2000 in fetching purple and Mk IV Cortina in blue.

Over at the Eastern European display, always good for rare oddities, a red 1980 Syrena 105 from Poland—I think—was on show; we might have seen this last year. They have a drip tray below the carburettor to catch the petrol leaks!! A grey 1966 FSO was a car that I had never seen before. I didn't get the model name, but condition-wise it was pretty good. Possibly the rarest there was a grey (why were they all grey?) 1987 SF-Lublin Zuk A16B caravan style van. You have to be dedicated!



There is an increasing number of Japanese cars coming to these events and I am not surprised. Once relatively common on UK roads, most have now ended their days in a scrapyard. One such car, a Datsun Skyline 240K GT from 1979, was rescued from the crusher for £110 – its big end had gone. It received a replacement engine and gearbox and was regularly used. Now after a full restoration, it is on the show scene. Do you remember the Mazda RE? A bright yellow example looked the part at the show. I think they were fitted with a 2.3 cc rotary engine.

As usual, American cars enjoyed a good showing with the Bullitt Dodge Charger R/T replica and various Cadillacs, Buicks, Mercurys, Lincolns and Chevrolets from the '40s to the

'70s. Interestingly, on a toy model counter you could buy the smaller versions of two of the cars at the show - a '59 pink Cadillac Eldorado convertible and a '41 Buick Eight.



Finally, one of the stars of the show was (probably) not a car, but a "Transformer" complete with voice and sound effects. Operated from a nearby mobile console it had a human inside, who put on a fascinating performance and scared some of the kids when approaching them.

Thanks go to Lester Magness for organising our attendance.

Neil Shanley

Tel: 01708 228150 or E-mail: info@essexjaguarspares.co.uk

www.essexjaguarspares.co.uk



ESSEX JAGUAR SPARES



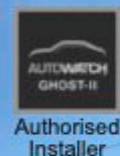
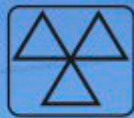
INDEPENDENT JAGUAR SPECIALIST

FOR HIGH QUALITY SERVICING, REPAIRS AND THE SALE OF USED AND RE-CONDITIONED PARTS

JAGUARS WANTED:
ACCIDENT DAMAGED,
MOT FAILURES,
ABANDONED PROJECTS

ELECTRONIC FAULT DIAGNOSTICS
INCLUDING FAULT CODE READING,
WARNING LIGHTS EXTINGUISHED

K & H TRADING ESTATE,
ST MARYS LANE,
UPMINSTER,
ESSEX. RM14 3PA



Cars & Light Commercial Vehicles

The Moorings Garage, A127 Arterial Road,
Hornchurch, Essex RM11 3UB
Tel. 01708 629612
Email. repairs@ajservicing.co.uk • www.ajservicing.co.uk



We are grateful to have the use of the Essex Police Sports & Social Clubhouse for our monthly club night meetings, and the least that we can do in appreciation is to put on a display of our cars at the annual Police Family Fun Day they organise.

Some thirty or more members came along to this weekend event on Saturday 26th July in a variety of Jaguar cars ranging from a replica 1930s SS100

through Mark IIs, E-types, a 420 and early XJ6 of the 1960s, to the more recent XJS, XK8s and XJ, even including an all-electric I-Pace.

Here you could see police dogs chasing and capturing (by the arm) “shady criminals”, police car chases, police memorabilia, a bouncy castle and even a live snake to handle if you were brave enough. I think the many kids there enjoyed it tremendously and it was a good day.

Richard Gibby



Power of the Past Collection: a trip back in time

On Wednesday 13th August, eighteen members and friends travelled to rural Suffolk to visit the Power of the Past Museum in Bentwaters airfield at Rendlesham near Woodbridge. The museum is a privately-owned collection of hundreds of vehicles including steam engines, tractors and pieces of agricultural machinery, all assembled within seven aircraft hangers by the collection's owner Bill Kemball.

Bill, a spritely and active octogenarian, has been collecting and restoring equipment since the 1950s, much of it saved from scrapyards or purchased from auctions over the decades. Whilst he was building the museum, his late wife Jane also started gathering her own exhibition of fashion, costumery and dresses over the past 100 years.

For those wanting to know the history of Bentwaters airfield, it was a former RAF station first opened in 1944 for use by RAF Bomber Command. It has two runways, each of them almost 1.5 miles in length and 750 feet wide. After WW2, Bentwaters was transferred to the US Air Force and it played a key role in the defence of western Europe during the Cold War; indeed there is a Cold War museum on site.

Following the end of the USAAFs involvement, control of Bentwaters reverted to the Ministry of Defence in 1993 and, since then, parts of the 2,500-acre facility have been in private hands, hosting diamond dealers, privately-owned consortiums and small family businesses. The airfield has been used as a film location for media productions and presentations, giving all the space needed to capture high speed stunts. Indeed, pieces for BBC TV's Top Gear were filmed here on numerous occasions.

On arrival, we were welcomed by Bill and his granddaughter with tea, coffee and refreshments. He told us that he had started acquiring machinery and vehicles in his very early twenties. He has amassed an incredible collection of over 200 tractors, military and commercial vehicles and plant, agricultural



implements and numerous memorabilia. We were presented with a wonderful display of 'working' equipment, all assembled and restored by Bill over the years. These included early examples of WW1 technology such as Henry and Edsel Ford's first 'Fordson' 1917 MOM (Ministry of Munitions) tractor. This was the first unit-framed tractor, using castings to create a two-part engine and transmission. This basic type of tractor design is still used today. The British Government ordered the very first and, as a result, Ford started the manufacture of Fordson tractors in Cork. The intention being that these tractors would work on British farms to help in the production of home grown food during WW1.

Ford perceived that farmers in future would want to place less reliance on horses on their farms, but



Henry always felt that the Ford brand should remain first and foremost a producers of motor cars, not tractors, so launched the Fordson brand for commercial vehicles. After those early days, Fordson entered into various collaborations with other manufacturers including Ferguson Brown. Harry Ferguson was pioneer of the 4-wheel drive concept and David Brown a gear and gearbox manufacturer, with Coventry Climax supplying some of the engines. However, after various disagreements between them, Fordson went their separate way, switching production to Dagenham and then later to Basildon, with Ford buying out New Holland and then finally selling it to Fiat. This resulted in Ford's last tractors being built in the UK in 1991; Bill's collection includes the last British-built example.

Other tractors we saw included American tractors from World War One including a big Case 20-40, a Wallis Cub Junior, an Allis Chambers Model U, which was the first tractor to feature pneumatic tyres, and a British made Crossley as well as several John Deeres. Bill's particular favourite is a restored Fordson Major, one of three examples that his father bought new when he started farming in the 1940s.

Steam engines also feature in the collection. Some fourteen units were on display. A very rare beast was the Robey TE built in 1899. A Marshall-powered dockside steam raiser from round about 1906 was used to provide steam to steamships when in port. There were also some very unique Model T Fords including a coupe from circa 1912 with a Mulliner coach-built body.

Military vehicles were also prevalent and included various Jeeps, Land Rovers, Austin Champs and the Daimler Ferret Armoured Car with a Rolls-Royce engine. It was used as a scout or reconnaissance vehicle produced after WW2.



It's not often that one puts farming and fashion together but the Bentwater experience does just that and delivers by the bucketload. It cannot be exaggerated what an amazing experience this gives the visitor. You may not think you are interested in farming and its equipment but the owner demonstrates and shows a real love of his collection of vehicles from combine harvesters and animal husbandry of the past, including ploughs, sawmills and extraordinary steam engines. We saw a poultry cropper in which geese were force fed to enlarge their livers for foie gras. There are also life size models of horses to go with the carts that dated back to when 'horse power' ruled the day.



Surprisingly and interestingly, there is then a



throwback to how hard it was for women of the day that had to keep the home and farm and





There is something for everyone of all ages; even children can learn from the eclectic collection. There were plenty of exhibits we didn't have time to see, leaving scope for a further visit; all of us vowed to go back. We all marvelled at Bill Kemball's enthusiasm and passion and we all recognised that his family members are committed to looking after these wonderful collections so that future generations can appreciate the Power of the Past.

After a great day at Bentwaters, a number of our group steamed off towards Felixstowe's Ferry Boat Inn, a coaching hostelry that dates back to the 15th century, where a welcome fish & chip supper awaited us.

All in all, a historic day out, hopefully soon to be repeated. Watch this space...

Ian Croxson

garden up to a standard that we now take for granted. There was one of the very first Hoovers that was invented using pumping with the foot in a bellows style to suck up dust and debris. There were mangles, milk churns and much more to mention. If this was not enough there was a plethora of rooms with vintage fashion costumes going back as far as the 1800s that have an East Anglian theme.

A particular favourite of mine was the Beatles feature. The story goes that the four of them were performing a gig in Ipswich and befriended a Serviceman who took them back to stay for the night at Bentwaters.

There were outfits that attired Wallis Simpson and the Duke of Windsor, who holed up in Felixstowe for six weeks whilst waiting for her divorce. There were wedding dresses and old china with many relics of the past that were very familiar, making us antiques in our own right. A military 'mess' room from WW2 has been recreated of the era with posters, mannequins medals and gas masks.





— CLASSIC & VINTAGE CAR CRAFTSMEN —

Family run restoration business with over 30 years' experience



Specialising in Jaguar, Bentley, Rolls Royce & Aston Martin

We offer a full, one stop shop for all aspects of maintenance & repair for your classic

Mechanical rebuilds, bespoke car upgrades & conversion, full engine & transmission rebuilds, body work/coachwork restoration, standard servicing, vehicle alignment, rust removal & repair, full body off restorations, performance & comfort upgrades, paint matching & application



TOLLESHUNT MAJOR, ESSEX

+44 (0)1621 869345 | info@ptclassics.co.uk | www.ptclassics.co.uk



Barnards Farm, 22nd July

We last visited Barnards Farm as a club some six years ago, in September 2019 during a public open day, in a weekend visit arranged by Roger Petheram who has been a volunteer there in the past. It was fun to see the miniature railway and children (under close supervision) driving a Ford Model T up and down the grass airstrip.

Owned by a charitable trust founded by Bernard & Sylvia Holmes, whose home is on the site, Barnards Farm is a member of the National Garden Scheme and home to the national collection of Malus (Crab apples), benefiting from blossom in spring and colourful fruit in autumn.

The gardens cover 22 hectares (55 acres) ranging from landscaped walks through young woodland to the precise detail of the Japanese garden. There is a grass airstrip and the design and development of the gardens were influenced by consideration of the aerial view. There is much to enjoy, including a significant collection of sculptures by renowned artists, providing some interesting surprises.





However, in addition to the gardens and sculptures, the main attraction is Bernard Holmes' fabulous collection of early Edwardian cars, all in good working order, several of which participate regularly in the annual London to Brighton run for veteran cars. So, this private visit on Tuesday 22nd July, exclusively for members of our club and the East Anglia section of the Rolls-Royce & Bentley Enthusiasts Club, enabled us to examine the cars close up and talk to the volunteer mechanics who work on them and often drive them.

Although born in Germany, the internal combustion-engined motorcar really grew up in France, with most innovations and the largest production coming from French manufacturers such as Darracq, Mors, De Dion Bouton, Panhard et Levassor, Peugeot and Renault. This is reflected in the collection at Barnards Farm, in which they predominate except for a handful of examples from manufacturers such as the oddly-named Alldays & Onions of Birmingham

or a one-off specially-built child's car powered by a one-cylinder petrol engine.

There were also a few later, post-WW1 examples such as a (light green, not black) Ford Model T from 1924, a large American Chrysler from the 1920s, the innovative Chrysler 'Airflow' from 1934, and even a Citroen H van up on the ramp and a Triumph motorcycle & sidecar combo from the 1950s.

I was especially taken by an early De Dion Bouton limousine, finished in a beautiful burgundy shade of red with an enclosed passenger compartment and hard top roof that was around 7 feet high; the car's running board had a collapsible wooden ladder that the chauffeur could use to place the occupants' luggage on top of the roof.

It was also good to meet and talk to members of the RREC as we viewed the collection and had our picnics afterwards. All in all, a very enjoyable visit.

Richard Gibby

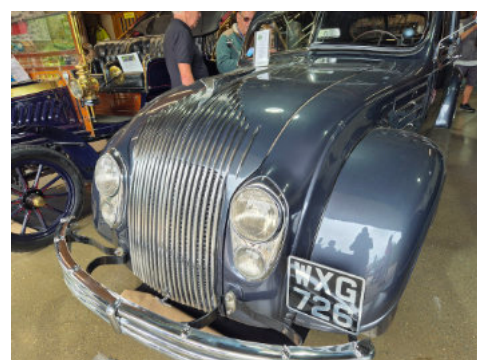




An early 'E10' pump?



1-cylinder petrol-engined car, hand-built for a wealthy family's child



1934 Chrysler Airflow



Mors car with 'blimp' mascot

**SERVICING WITHOUT ANY HIDDEN DANGERS****JAGUAR****SERVICING FROM £299 FOR VEHICLES
OVER 3 YEARS OLD**

A Jaguar service should never come with any unexpected surprises. That's why we only use Jaguar Trained Technicians and Jaguar Genuine Parts at a fixed and competitive price. Because when it comes to Jaguar servicing and maintenance, we believe our customers deserve nothing less than 100% Jaguar.

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.

Grange Jaguar Brentwood

2 Brook Street, Brentwood, Essex CM14 5LU
01277 249500

www.grange.brentwood.jaguar.co.uk

Exclusions apply.

100% JAGUAR

SERVICING FOR VEHICLES
OVER 3 YEARS OLD



FIXED PRICE FROM £299



JAGUAR TRAINED TECHNICIANS



JAGUAR GENUINE PARTS



2 YEAR PARTS WARRANTY

