

## Ingatestone Classic Car Show Fact Sheet and Car Information Booklet

Big thank you for attending. \*When finished please drop these sheets back for others  
Available online <http://www.ingatestoneclassic.co.uk/gallery.php?year=2017>

**Toilets:** 3 toilets. 1 in the courtyard behind the gravel, 2 next to blue gazebo. The one in the courtyard is more disabled/child/baby friendly.

**The Hall:** Ingatestone Hall is entirely separate to the show. It opens around 10. There is a fee to enter the main hall. The gardens and car show are free. Lovely walk around the lake.

### The Vehicles on Display

Over 150 cars/busses/bikes at the show. Everyone is an enthusiast and will tell you much more about their vehicle. One thing you cannot cease to be amazed by is the amount of time and effort enthusiasts put into their vehicles all of which have a unique and sometimes personal history. Obviously please try not to touch them unless invited to do so.

Below is a crib sheet to unlock these fascinating stories. I've loved putting it together. It is ordered by registration number, not all cars are on it.

My thanks and I hope you have a lovely day; this is in support of Farleigh so a big thank you for your support and a special thanks to all the classic owners.

Luxury: in 1923 it was rear brakes, later 12volt electrics or a heater.

Have a great day, Kevin

**Raffle @ 3pm. Tickets** - £1 each. Prizes are (choose 1) of : bottle of wine (choice red, white or rose) Box of chocolates. 2 x cups of tea courtesy the tea man and 2 x ice cream cones courtesy of the ice cream man.

A big thank you to Lord Petre for allowing us to host this event in his grounds. Mobile Thrones helped with the toilets at a sensible price so no hesitation recommending them. Supporting and giving up time, Sally for walking Ingatestone High street giving out flyers, Darren sending the emails, DLOC for initiating the event and providing insurance. All the classic owners and local radio stations for promoting the event (CCR, BBC Essex etc), local newspapers + Farleigh.

### Interesting Information

Vehicles manufactured between 1896 and 1915 are known as horseless carriages, which by definition are "antique" vehicles.

Vehicles built between 1916 and 1925 are known as "vintage" vehicles.

After that (1926 onwards) they are 'classics'

The spark plug was invented in 1860 by Jean Lenoir.

Next generation engines won't use spark plugs at all and are being trialled now. It's a technology that promises diesel-like fuel economy out of petrol engines. 1887 The first car offered for sale was 'The Benz'

1895 The London motor show began (in November) organised by RAC founder member Sir Evelyn Ellis. 500 people turned up to see 5 cars!

In 1900, while a Daimler Motor Works board member a chap called Emile Jellinek convinced Gottlieb Daimler to build a race car and name it after Emile's daughter, Mercedes.

1901 The first Grand Prix race was won with an average speed of .... 46 mph. The first use of the words grand prix to describe a race, the French Grand Prix, = Grand Prix de Pau (Pau, Aquitaine)

Top 3 best selling cars ?. Ford Model T 16.5m, VW Beetle 21.5m but top is the Toyota Corolla at 40m

Vehicle Reg	Make and Model	Year built	Interesting facts or features.
112YUH	Daimler DE27	1949	This car was used in the 2016 film Churchill's secret with Sir Michael Gambon
1445 AR	Jaguar E Type	1970	This car was originally shipped to New York and returned to the UK via the Isle of Man in 1998. The car has been mechanically restored and the interior has been refurbished since I have owned it.
25 VUR	Consul Cortina developed by Lotus	1964	01/03/1964 According to official Lotus records this is one of 65 factory built "Special Equipment" models. Designed and developed by Lotus to give the ultimate in saloon car performance without detracting too much from the about town features usually associated with the normal family car.
27 VUR	Ford Lotus Cortina Mk1	1964	Registered by Herts DC directly to Lotus Cars, Cheshunt (not a dealership) this is one of only 64 Special Equipment models assembled at the factory out of a total production of 3300 Mk1 cars built between Jan 63 and Sept 65 and it is not known how many still survive.
496EME	Citroen Light 15	1954	It's a Citroen, but it was built in Slough Because unless a car was assembled here, with at least 50% 'local' content, it attracted heavy import duty. As a result, even though the engine and body came from Paris, the British-built car has many features that are not found on the original French car, such as 12 volt Lucas electrics, a walnut dashboard, a sunroof, leather seats, a heater and other similar 'luxuries'. When this model was first launched in 1934, it was almost revolutionary, in that it had: -front wheel drive- hence its French name 'Traction Avant', (TA), meaning front wheel drive
5474 PW	Humber Hawk	1962	The Series II launched in October 1960 had disc front brakes, servo-assisted. The automatic option was no longer available on the home market. The Series III of September 1962 had a larger fuel tank and bigger rear window. The export model automatic option was also dropped.
552 UHX	Chevrolet 3100 truck	1953	Rebuilt from the ground up, 6.3 stroker engine. 3 speed auto box
7499MD	Mercedes 220se coupe - blue	1962	Previously owned by a Chelsea premiership footballer. Been to Ireland some time in it's life time. The previous owner lost all car service history and any receipts or bills for any work. I have now started again with a new service history book and had some remedial mechanical works carried out. After the classic car show it is being returned to the body shop to be re-chromed, re-sealed and having various areas of paint work attended to so in the coming years I hope to build up a history for it.
791 haf	Morris mini	1960	The car has the original shopping bags that first came with the car. Built 3rd May 1960

A155 GAL	Range Rover Vogue	1984	A quirk of its build date means that the car is a 1985 model year, built in 1984 and with a 1983 registration number - First of the 'Vogues' (There had been three previous 'In Vogue' special editions, but it was in 1984 with the 1985 M.Y., of which this car is one, that the top-of-the-range 'Vogue' was established as a permanent option).
A670 BHL	W123 Series 280E	1983	Believed to have originally been purchased by William Hague's family. Last year the car was sent to W123 World in Swansea where a considerable sum of money was spent on restoration.
ADY56D	MGB Roadster V8	1966	This car (V8 version) was never produced by MG but this one is a car that was rebuilt with a new body shell from a donor standard roadster. Costello MGBs were coachbuilt V8s and eventually convinced British Leyland to build their own V8 model. This is NOT an original Costello car but inspired by the same. They are quite unique, only 65 Costello MGs are known to exist today. It is great fun and lovely to drive.
BCE 394	Jensen Morris 8 Series 1	1935	Three of these cars are believed to exist from 100 that may have been made, Fitted with special hand-built bodies by the Jensen coach building firm. This one was found near derelict in a London gutter in 1963 and bought from an Irishman for £10 and 3 pints of Guinness. It was abandoned the next day but was promptly rescued by the present owner and towed to his home in Brentwood. However, it was soon condemned to the local tip for overstaying in a public car park for more than 3 months... but promptly rescued again.
BGH977B	Daimler SP250	1964	The latest specification SP250's were built 1959-1965. The bodywork is fibreglass, the engine is V8 2548cc designed by Edward Turner I have owned the car for a little over three years and this is the 3rd Ingatestone Hall event I have attended.
BKM 85T	MGB Roadster	1978	Blue - fitted with basket rack - work done on engine by owner.
BSL 748D	MG Roadster	1966	Grey - upgraded work done by owner.
BWK341L	MGB	1971	This car was purchased from a friend 10 years' ago who had just done a nut and bolt rebuild on it and needed some quick cash. I made the decision to buy it having just sold my MG midget. This car has been used for various trips to France
C290BWW	NAYLOR TF 1700	1986	Naylor Cars only built about 100 TF's between 1984 - 1986. After the company ceased production Hutson took them on and built another 61 which were badge Hutson. Owned for 4 years and covered over 10,000 miles in that time.
C54 KTH	Citroen Mehari	1985	an ABS plastic bodied, variant of the 2CV / Dyane family, built by Citroen between 1968 & 1987, available in 2 or 4 seat versions and a 4X4 version, C54 KTH was imported to UK in 1987, and was totally stripped down and rebuilt between 2009 and 2014

CBR 56C	Jaguar S type	1965	The car has had power steering fitted. The car has had electronic ignition fitted. The car has alternator instead of Dynamo otherwise as built.
CSM583L	MG BGT	1972	The MG B Roadster was produced from 1962 but the GT did not come out for another 3 years. It was marketed as 2+2 seater, children must have been really small back then. This particular car was fully restored in the early 1990s, so the restoration lasted a lot longer than the original.
CWL107Y	Triumph TR7	1981	One of the last TR7s to leave the production line. Registered in 1982 and whilst 35 years old has only covered 77,000 miles from new.
DYU 981	Ford Model Y	1937	The car was restored over the past 4 years finished in Jan 2017. The car had been in parts since 1976 was rebuilt by the present owner.
E31 AJP	BMW 850ci automatic	1992	one of only 24 of this model still on the road, 5 litre V12 engine, the only BMW ever with rear wheel steering. Celine is the name my wife gave her
EJN 632C	MG 1100	1965	Completely original.
EUU 75 J	MGB Roadster	1972	Orange- Bought from another club member lots of work done on both engine and bodywork and interior.
FHJ 457C	Triumph Spitfire Mk2	1965	I purchased the car in Nov 1975 and used it as my main means of transport up to 1982 when it was towed to my current address and stayed in my garage until 2013 (31 years) when I started the rebuild, which took 4 years. From the DVLA website (as at 2016) I understand that there are only 38 on the road in the UK.
FN5999	Austin 12/4 Clifton Tourer	1924	This car is the same as the famous 'Gumdrop' a series of children's books produced by Val Biro for his grandchildren based on his own car. The books were later published for all to enjoy.
GIG8664	1923 Vauxhall 30/98 Special.	1923	A fantastic history including lots of race (class) wins and hill climb (class) FTD. Most notably she won at Angouleme and has ascended Prescott in under 50 seconds. is Regarded as the fastest Vauxhall 30/98 and is recorded in Nic Portway's 30/98 book as a very 'special' special. She is registered with the 30/98 register as Vauxhall Variant Number 1. A regular VSCC competitor with recent outings at Goodwood and has completed lots of reliability trials.
HAS 632	Ford Consul Capri	1964	Later Capri running gear including rack and pinion steering and disc brakes all round. Running a 2.1 Zetec Turbo engine built by Nobhead Racing, producing 210bhp, 0-60 in 6.2 seconds, 142 MPH, 14.3 second 1/4 mile.
J745 SPG	LOTUS ELAN SE TURBO	1992	This particular Lotus is the only model that has a front engine and front wheel drive. We have called her 'Merlot' because of the colour which is called Silk Red. It is considered to be a very good example.
JHV279K	Toyota Carina DL 1600	1971	The oldest Carina still on the road in its original condition. The engine has never been apart from new, never uses oil

JK 4454	Riley Imp	1935	owned by us for 48 years , very original , and chosen to represent 1935 1n the Drive into Europe in 1973 , one car per year from 1897 to 1939. Sent off by Ted Heath from Horse Guards Parade to announce our arrival We were one of the 3 first cars to arrive to the edge of Brussels , so had a 6 motor cycle escort from there to the Grand Place . The best way to arrive in a city !
KNB 424F	Ford Cortina Savage	1968	Restored this year complete engine rebuild capri power rack with electric pump capri gearbox and back axle coil over front shocks plus the engine was built by nobhead racing
LHJ 621E	MGBGT	1967	One owner from new , now 50 Years old. Purchased new by the present owner on the 20th May 1967. Cost at that time,with extras £1279 17s 4p.
LLA 752K	MGB GT	1972	All original transition model with unusual recessed grille and overdrive to 3rd and 4th gears. Updated with unleaded conversion and electronic ignition. 70000 miles and still going strong. Lovely to drive. Restored in 1993 by a previous owner.
MGB 348V	MGB Roadster	1979	Black - it was originally a rubber bumper but has been converted to a Chrome bumper.new seats, dashboard and various upgrades to engine and bodywork.
MPA 516D	Vauxhall Cresta PB	1966	This is one of the last PBs made, as this model was produced during 1963 - 1965. My car being one of the last models to be sold and registered in 1966! 3.3 litre engine; powerglide auto gearbox; seats 6 adults.I have returned it to its original colours of black and fawn. I have owned this car for appx. 20 years. I have changed the front seats from two single to a bench seat.
NAC 120E	MG GT Mark 1	1967	Green with cream interior and unusual dashboard work done on car by owner.
NMT 79E	Triumph T 21 Motorcycle	1966	The Triumph Twenty One (also known as the 3TA) was built by Triumph Engineering Co Ltd in Coventry. The Model Twenty One was the first of the unit construction twin cylinder motorcycles. The T21 / 3TA was first made in 1959 it continued in production until 1966 when it was survived by the Triumph T90. This Motorcycle is one of the last T21's built in '66 first registered in Feb '67. I have owned it since 2003 and have kept it on the road since then.

NWK577F	Daimler V8 250	1968	This car was originally purchased from a London dealership in July of 1968 by General Sir Geoffrey R D Fitzpatrick for about £1600. The car was immediately exported to Germany by Sir Geoffrey as he took up his post of Commander in Chief British Army on the Rhine. The car then followed Sir Geoffrey through various senior European posts and finally to Jersey where he held the post of Governor of Jersey. Sir Geoffrey finally returned to the UK with the car and it was registered here in October 1979. I bought the car in October 2005 and completed a full nut and bolt restoration in July 2007. I have been fortunate to have won a number of awards and trophies at various shows and exhibitions around the UK.
Oeb524m	VW Beetle 1303S	1974	I'm the second owner from new. 45000 miles from new. It's only had a light restoration including paintwork which was all done myself. It's a Special Edition (Big Beetle) and one of only 1800. Cars imported into the UK.
Ouw 880L	Ford Escort Mk1	1972	A full restoration project, added roll cage, engine from an RS2000
P289 BBC	Mercedes 230 SL	1996	It is a fine example of the first Facelift version that was released in 96. The facelift versions can be identified by the two air vents on the lower front wings, they normally have three vents.
PFX 199J	VW 1302 convertible	1971	This is a 'super beetle' convertible, they had different suspension to 'normal beetles. The super beetles were 1302 and 1303, the 1303 were more rounded, this version had a flat windscreen. It drives beautifully and I'm now about 3 hours away from finishing its restoration although like most old classics you never really finish. The colour is Mazda Soul Red.
RJN993W	MG Midget	1979	One of the very last Midgets, built in 1979 but not registered until 1980, only 2 previous owners, and always kept in Essex. Matching numbers car with total history back to point of sale from Mann Egerton. Original condition being Ziebarted (rust protection) from new, featured twice in MGOC magazine, and recently driven to Laon and Angouleme in France.
RSJ 760	Bentley R Type Special	1953	It was fully mechanically rebuilt over 14 years and finished in 2006 when it won its class at the International Bentley Drivers Club show. The body is a one off design by the owner and is all made from aluminium on a wooden frame. The restoration took 14 years and the car won its class in the 2006 International Bentley Drivers' Club Concours.
RTT626	Daimler Conquest Century	1954	This is the twin carb version producing 100BHP so swift for her age. Purchased last summer from a friend, had £10,000 spent on the body 10 years ago and now showing her age in places. Very reliable and has only needed minor fettling although a carb rebuild has improved performance immensely.

TKX 490J	Porsche 356 (replica)	1959/1971	This is a replica of a 1959 Porsche 356 convertible D based on VW running gear, my first car was the donor, a 1971 vw beetle that was falling to pieces. The D's had wind up windows and deeper windscreens. D stands for Drauz, other 356's were made by Reutters (note the badge on the drivers side wing). Only about 1300 were built, the last in the series of 'bath tub' porsches. Due to its rarity a 'real' one would cost in the region of £180,000.
TMG100F	Marcos 1600GT	1968	A wooden (plywood) chassis fibreglass body model, owned since 1971 currently done 107,740 miles Paintwork from 1970 untouched, engine rebored - Bore 20 thou crank 10thou.
TOO 187	Harley Davidson WLC	1942	Ex WW11 bike built for the Canadian army. Bought by me in 1990 as a chopper and restored in the style of a late 30s class C racer type model. Now known as a bobber, this style of bike led the way to the chopper craze of the 60s and 70s.
TVR 101S	Chimeara 430	1980 ?	I've owned this car for around 15 years and have added about 13,000 virtually faultless miles in that time. The 4.3L is a TVR development of the Rover 3.9L as seen in Range Rovers at the time. It packs a healthy 280BHP from it's N/A single cam OHV V8 engine.
TVR 72X	4 litre Griffiths - Red	1993	Recently had a complete rebuild including new chassis. Engine rebuild by V8 Developments, Megasquirt ignition, competition shocks, and many other parts.
UDU831G	Daimler V8 2.5	1969	Gather only just over 100 of these manual versions built, the same engine as the Daimler Dart sports car that was very popular with the police in the 60's. Bought from Anglia Car Auction in August 2015, had only covered 2000 miles in 28 years. Very well polished but not used so a nightmare to get fettled and reliable. Now running wonderfully!
UEV824E	Triumph Vitesse 2 litre Mk 1, Convertible	1967	The car was bought by my mother in 1970, I inherited the car when my mother passed away in 1977, I ran it as the family car for some years, then by the early 90s it needed rebuilding, so I rebuilt the car doing all the work myself, and have been taking it to car shows for the last 20 years.
UMH 595F	Morris Minor	1968	First registered on 04 th March 1968 and to date has had 4 previous owners. Little known from previous owners except that the car had a top end engine rebuild at 63848 miles in 1994 (details taken from receipts). Car was then taken off the road until 2012 when it underwent a full bottom end rebuild and at that point had 64282 miles on the clock. Purchased by the current owner on 07 th May 2013 who has brought it up to the condition you see today.

UVX 7S	A bus, Eastern National Fleet No CR 1103	1977	Nicknamed MessyBeast its an anagram of BAE Systems where the owner used to work. She has also been reunited with her original Eastern National "1103" fleet number plaque, kindly donated by the enthusiast who had previously purchased it. As part of the Colne Estuary Preserved Buses collection, she was rallied in Essex and further afield and nicknamed "Boadicea", alluding to her past and present travels around the Colchester area! - In truth... The bus is called Boudicca because she goes charging around north Essex with a mad red-haired woman in control!
VLH 288S	MGB Roadster V8	1974	Black - fitted with tow bar so he can tow the Clubs trailer - lots of work done on the engine and bodywork resprayed.
WDA 28G	Daimler V8 250 Saloon	1969	I have owned the car for almost 7years some body restoration done rust treatment etc original engine and interior
WDH 115N	MGB Roadster	1974	Red - cream leather interior -new seats- lots of work done on engine and bodywork.
WLD549N	Ford escort mk1 RS2000	1974	Engine size is 2.1 . The car was restored 2 years ago and put back to its original colour all modifications are period. Ive owned this car since 2003
WXG 557	MGTC	1948	Rebuilt by Mid Essex MGOC member upgraded engine.
WXG661	Daimler DE36 Straight Eight	1948	This car was purchased with the remains of a hearse body which had been cut down and a botched attempt at fitting a wooden caravan body. The remains were way past restoring so the chassis was shortened and a brooklands style body built to turn it in to a sports special by the owner. Chassis No 51727 was acquired by the King of Afghanistan after doing royal duties and was one of a pair ordered,it is not known if 51728 is a sister car and if it was built as a hearse or later converted. The car left the factory in 1948 but the car was Reg in 1952 which is a mystery yet to be solved.
XGN 148G	Cortina Mk2 1600E	1969	Purchased August last year now back on the road after 26 years. The previous owner purchased the car in1969. Not used in the winter was the summer holiday family transport to Cornwall only coved 56000 miles from new
XKF 449W	Triumph Spitfire 1500	1979	This car was not registered until 1980, the last year of manufacture, hence the w registration.
XKW 90T	MGB Roadster	1978	Red- lots of work done on engine and bodywork mostly by owner.
XVH 606 J	triumph stag	1971	Blue - The car was originally a Mk1 3.0 v8 automatic It now has been converted to a rover disco 3.9 efi engine .with an It 77 5 speed gear box . Using the rover ecu. The car has a 3.4.5 diff rebuilt .Complete rebuilt front suspension .