

## FORTHCOMING EVENTS

[www.seeccc.co.uk/events.php](http://www.seeccc.co.uk/events.php)

### Wednesday 15 November

**Meal at The Chequers at Weston** PE12 6RA  
Neil & Pam Williams are organising this evening. Menu below. Book by emailing your choices to [wilhaven@lineone.net](mailto:wilhaven@lineone.net) or call 01553 841857. **Note that the pub has asked for choices by 1<sup>st</sup> November please.**

#### STARTERS

Ham Hock Terrine with Stilton & Apple Sauce  
Smoked Haddock, Cheddar & Chive Croquettes  
Homemade Soup of the Day

#### MAIN COURSES

Pan-seared fillet of Salmon, Lyonnaise potatoes,  
sautéed greens with parsley sauce  
Lincolnshire Sausages & Mash  
with sautéed cabbage & gravy  
Braised Lamb Shoulder with mashed potato, roasted  
root vegetables & gravy

#### DESSERTS

Sticky toffee pudding & vanilla ice cream  
Individual lemon tart with blackcurrant sorbet  
Warm chocolate, hazelnut & fruit brownie with  
chocolate ice cream

**Two Courses £15.00 /Three Courses £20.00**

### Tuesday 5 December

#### **Annual General Meeting**

This will be at The Constitutional Club, Broad Street, Spalding, PE11 1TB. Meet from 7.30pm for an 8pm start. Agenda attached to your Newsletter email. **Free cold buffet for all members attending: please call or email Adrian (contact details highlighted below) to notify us if you intend to be there so we know how many to cater for.**

### Sunday 17 December

#### **Christmas lunch**

For this year's lunch we're returning to the **Toft Hotel** near Bourne. The menu is again attached to your Newsletter email. Joy Mann has kindly booked us in for a three course meal including coffee for £17.45. Book soon to avoid disappointment – over 50 bookings already taken but there is still plenty of room for more; call Joy on 01775 723856 or email her at [jmann@eemc.co.uk](mailto:jmann@eemc.co.uk).

## CHAIR'S CHATTER

#### **Adrian Cunnington**

Thank you to everyone who supported last month's fantastic talk given by **Stuart Gibbard** about Sir David Brown. It was a fascinating insight into a man who essentially rescued Aston Martin after World War II and whose initials became immortalised in Aston's best known models. The talk raised £114 for Stuart & Sue Gibbard's nominated charity: the Neonatal ICU at Peterborough Hospital.

Thanks also to those who supported the brunch at Smith's of Bourne, where we enjoyed some excellent food in an intriguing venue, well worth a visit if you're in the town. Last but not least, thanks to Brian Patmore and Carol Booker who organised the recent Peak District Tour which you can learn more about in the following pages.

This month we have our clubnight unusually on a Wednesday (15<sup>th</sup>). This will allow us to visit The Chequers at Weston who don't open on a Tuesday, but Pam & Neil do need your bookings PDQ as they have been asked to provide final numbers by **1<sup>st</sup> November**. Also, Joy is still taking bookings for the Christmas Lunch at Toft on 17<sup>th</sup> December.



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I close this month's Chatter with a plea for you to attend the forthcoming AGM. We meet at the Constitutional Club in Spalding on 5<sup>th</sup> December to elect our Committee for 2018, review our activities over the past year and, most importantly, get your views on the way ahead. And, as I have mentioned before, we also still need some new members on the Committee... There is a free buffet for all who attend but we just need to know by the end of November if you are coming so we can get the food organised. Give me a ring to get your name on the list; I look forward to hearing from you and seeing you there! My number is on the previous page.

## PEAK DISTRICT TOUR

We were a small group, just six cars, but what we lacked in numbers we made up for in determination to have a great time. Two couples from the Ronart Drivers Club, who were with us for our trip last year to the Cotswolds, one couple from the Jaguar Owners Club and three couples from SEECCC. We must persuade more of you to join us on our next adventure!

The Peak District in September; when Brian first suggested this I thought this is going to be a wet one! But no, despite going to one of the wettest parts of the country we had very good weather, the rain held off during the daytime and only came down in buckets during the night!

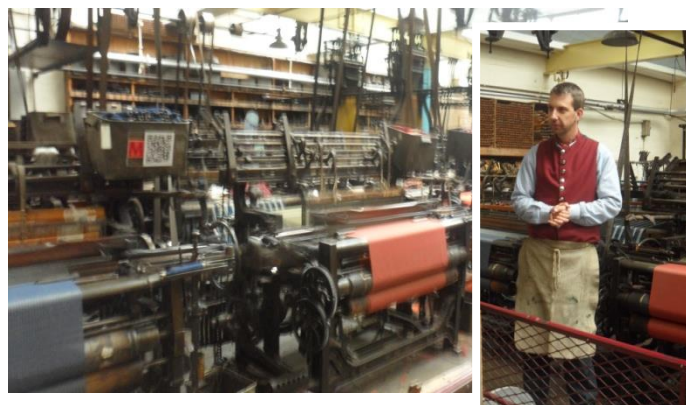
Brian, ably assisted by Carol, prepared a great programme which started at about 9.00 each morning and finished with a quiz after dinner with some relaxation time built in-between. To give you fellow Club members a flavour of the trip, here are just some of the highlights we all enjoyed:



**The Heights of Abraham in Matlock Bath**

## Masson Mills, Matlock

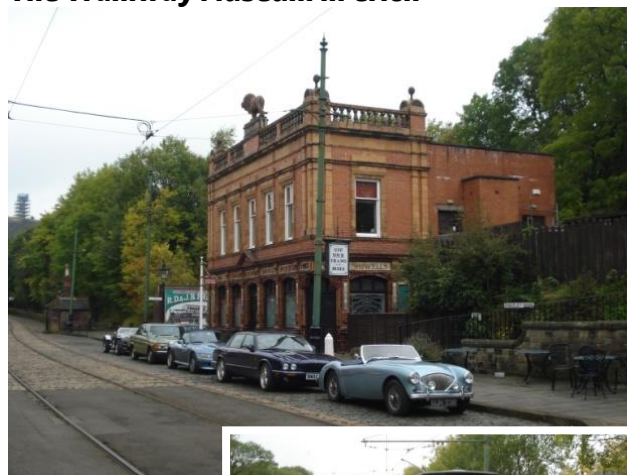
Some of the original weaving equipment with our guide, Kevin.



**Eyam Museum:** The Plague Village AD 1665/6  
In the village of Eyam (population ca. 800) one third died through a self-imposed quarantine to prevent the spread of plague to others.



## The Tramway Museum in Crich





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## The Peak Steam Railway



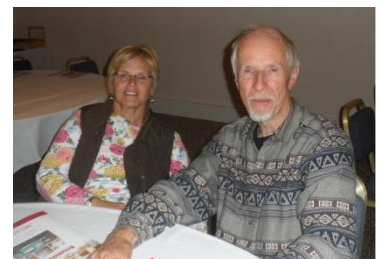
## The Carding Shed and Oil Can Cafe



We also managed to fit in a visit to the **Last of the Summer Wine Museum** in Holmfirth and, of course, some fabulous scenery...



Here's the Happy Band!



Everyone who went along has congratulated Brian and Carol on a job really well done. Our thanks to them. And we've all pledged to join next year's event, which currently is pencilled in for The Lake District. Yes, more water!

*Chris Livesey*

## SPA SIX HOURS

It's September and that can only mean our annual pilgrimage to the land of Leffe Chips and Mayo and, of course, the Spa Six Hours for Classic Cars. Son Robert was again to share the immaculate Mustang of Nicholas King (at least it was immaculate until a Healey tried to undercut Robert at the chicane; two tons of Mustang versus a puny 1960's sportscar was always going to end in tears---his!). Anyway, that was a long way off...

We arrived at the track at about 6.30pm on the Thursday having travelled via Lille rather than Brussels, which proved much less traumatic than the previous two years. We headed to the F1 pits to find a garage which should have had 4 cars in it already had SIX cars in it! After a lot of swearing, we managed to squeeze everything in, including our Lola sports car, dump the trailer and head off for a beer. We then found that the hotel I thought I'd booked was not actually ours and we were in a less salubrious one down the road – but it was clean, warm and cheaper, so that was a result!

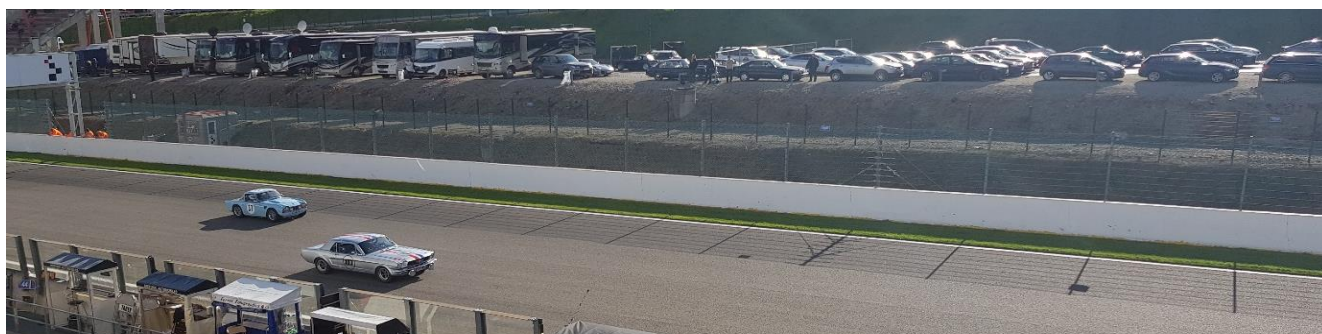
Friday was qualifying day for both the Masters Sportscars race (Lola) and the Six Hours (Mustang). Deciding tyres/settings etc can normally be difficult due to the changeable climate at Spa but it was actually made easier by persistent rain in the run up to quali. But then, with a drying track and everyone going quicker each lap, what we didn't need was the non-appearance of the Lola. Eventually it turned up on the end of a rope... Popping it into 5<sup>th</sup> on the run up to Eau Rouge, the car had apparently lost drive momentarily and made a 'funny noise' (technical term number 23!). Immediately de-clutching, Robert had coasted to a halt at the top of the hill and that was that. We discovered eventually the problem was engine related. Gordon England and I decided that engine problems were way above our pay grade so the car went into the trailer and had to await the engine builder's diagnosis ("expensive...").

Meanwhile, in the Mustang garage, a strategy meeting took place all afternoon with Le Patron King chairing and all the team members hanging on his every word (think Ron Dennis at McLaren and you will get the idea!). Our third driver this year was Mustang expert Georg Jallgren and it was decided - in Robert's absence - that Robert would go out first to try to set a quick time followed by Georg and then Nicholas. Unfortunately, that didn't work as Rob's best time was 10 seconds slower than his best from last year due to perpetual yellow flags around the circuit. The other two did their required qualifying laps and the plan was then to put Robert back in the car. Unfortunately we were too late and the result was a starting place of 73<sup>rd</sup> with a best lap set by Georg in the low 3 minute 9s.

Most unlike Spa, race day on Saturday was again dry but a delayed start meant the Spa Six Hours became the Spa Five and a Quarter Hours, which certainly doesn't have the same ring to it! The first few laps were a bit uneventful with Robert only slowly moving through the field from that 73<sup>rd</sup> place start, but as the first cars started to stop and Robert actually taking note of his pit board instruction to "PUSH", the pace was upped and by the time of their first driver change, Team King were up to 17<sup>th</sup>. Petrol was required so by the time Georg had filled up and done his first lap, we'd dropped down the order to the mid 30's. Georg and Nicholas then did an excellent job over the remaining laps to bring the car home (Nicholas even brought it back this year with all the gears working!) so Team King moved up the field to finish 25<sup>th</sup> OA and secured another podium finishing 3<sup>rd</sup> in class.

[Note to Le Patron: Need to do some testing in 2018 to see if we can coax a little more speed out of her before next September].

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*The start from 73<sup>rd</sup> on the grid: the leaders had already gone down the Kemmel straight!*



So everyone involved had a brilliant Saturday night and didn't get wet either. Robert, Georg and Nicholas all drove their hearts out and were rewarded with an excellent result, Road Rage Richard Doe and Gary Osborn from Triple R Restorations Ltd who prepared the car and tried to control the drivers again were rewarded with an excellent finish and must be congratulated on preparing a fine car. Without them the drivers couldn't have their fun. Thank you also to Gordon and Lucy (pit girl and Robert's new bride who, despite much cajoling, refused to wear swimwear and hold the umbrella over her new husband in the warm (12C) Spa rain!!)



*The spoils for Robert, Georg and Nicholas*



Finally, congratulations also to fellow SEECC member Adam Cunningham who was competing in Marc Dols' Marcos 1800 (above) and, after qualifying 53rd, despite a few trials and tribulations - including being directed by a marshal over a kerb that broke the Panhard rod on the suspension - he and his team brought the car home 58<sup>th</sup> overall.

*Robert Oldershaw*

## NOVEMBER NOTES

### GET WELL SOON!

Our best wishes for a speedy recovery go to Club Vice President Nigel Mann, who recently underwent a quintuple heart bypass at Papworth.

### 2018 CALENDAR

The Committee have started to assemble an events calendar for 2018 but could do with a few members to come forward to organise clubnights runs, brunches or the odd quiz or talk, please. If you are willing to or even thinking you might volunteer, please get in touch with Adrian or Joy for more information – without any obligation.

### RACE RETRO

Race Retro, the international historic motor sport show, will celebrate the 40th anniversary of Formula 1's 'ground-effect' era in the Motor Sport Hall of Fame at Stoneleigh Park, Warwickshire, from 23rd-25th February 2018.

Although the use of aerodynamic influence can be traced back more than a century in motor racing, it was Colin Chapman of Team Lotus who first capitalised fully on the notion of the racing car as an inverted wing, pressed to the track by the air that passed over its bodywork. Chapman's landmark design was the Lotus 79, introduced early in 1978. Mario Andretti scored five victories in it on his way to winning that season's world title. Building on Chapman's initiative, Williams took the concept a stage further with the Patrick Head-inspired FW07, which gave the team its maiden F1 success in 1979 and carried Australian Alan Jones to the world championship in 1980.

The organisers of Race Retro's Motor Sport Hall of Fame Live will have an FW07 on display from the Williams Heritage collection, and it is hoped that a Lotus 79 will also be present. For tickets go to <http://bit.ly/2z70JYE>

### AND FINALLY...

I spotted a Marmite van on the motorway last week. It was heading yeastbound... ☺