

spalding classic car club

and east elloe

No 128 February 2019

NEWSLETTER

What's On www.seeccc.co.uk/events

Tuesday 12 February – CLUBNIGHT VISIT

Organised by Steve Saunders to Rustbuster Ltd of Welland House, Cradge Bank, Spalding, PE11 3AN, the rust removal experts. Meet from 7.00 pm. Some of you may have joined us when we visited Rustbuster a good few years ago now. Since then, they have moved to much larger premises and offer a much wider range of services, including welding restoration, and re-finishing products. If you'd like to go, please contact Steve at ssaunders@seeccc.co.uk or call 01406 424735.

Please note, the venue is not accessible from the A1175 Spalding to Deeping road. You will need to follow Cradge Bank from Little London Bridge in Spalding (next to the BP station)

Further details on Rustbuster and the services they offer are available at: www.rust.co.uk

Sunday 17 February – SUNDAY BRUNCH MEET

Celine & Charles Cornish are organising this brunch at Birch Grove Garden Centre, Pinchbeck, PE11 3XY. Meet from 10.00 am, order on the day but please let Charles know numbers by email to charlescornish67@gmail.com

Tuesday 12 March – CLUBNIGHT TALK

Organised by Joy Mann. Club member Malcolm Kenwood will give a talk about BRM, the Bourne based Grand Prix racing team which won world championship titles in 1962. Meet from 7.45 pm for an 8.00 start. This evening will be held at The Cley Hall Hotel on High Street, Spalding, PE11 1TX. Loads of good, free parking at the Holland Road car park just 150m away (sat nav post code: PE11 1UL). All proceeds in aid of Breast Cancer, Malcolm's nominated charity: £3 per person on the door.

Sunday 31 March – SUNDAY BRUNCH MEET Date for your diaries; details next month

Tuesday 9 April – CLUBNIGHT VISIT to Contour Autocraft at Thorney. More to follow.

Sunday 28 April – DRIVE IT DAY RUN Save the date; details to follow.

Sunday 28 July – DRIVE to Jazz Picnic at West Acre Theatre A reminder that this is a very popular event which is often over-subscribed with people being turned away at the gate. So, if you would like to join us at The Jazz Picnic you do need to book it now! We have managed to secure a limited number of tickets on the basis we confirm numbers over the next few days. Please see this link for more info: <https://thelittleboxoffice.com/westacre/event/view/95642>. Call Jenny Overson to book on 07736 271113.



This SEECCC Newsletter is edited by Adrian Cunnington — acunnington@seeccc.co.uk ☎ 01775 761520

Find us on [Twitter](#) @spaldingclassic and [Facebook](#) at Spalding & East Elloe Classic Car Club

Spalding & East Elloe Classic Car Club — a specialist section of East Elloe Motor Club Ltd — www.seeccc.co.uk
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CHAIR-MANN'S CHATTER

Well, my first month in the chair has absolutely whizzed by! We have been incredibly busy putting together the 2019 calendar of events and I am optimistic there will be plenty of options to whet your motoring appetites during the next eleven months. January got off to a fun start with a very light-hearted, easy-going quiz and £118 was raised for the Multiple Sclerosis Society, our 2019 nominated charity. Plus, it was good to see two of the original members of EEMC, Robert Oldershaw and David Goose, supporting the event (see page 3).



On Wednesday 30th, 20 of us enjoyed a very entertaining (perhaps not profitable!) evening at Peterborough Greyhound Stadium courtesy of Trevor and Jenny Overson, who did around 100 miles round trip to oversee the proceedings. Thanks to both and to the stadium team who looked after all our dining requirements, serving up some pretty good, great value nosh! Finally, I am delighted that more than 100 members have already renewed their subscriptions – your continued support is very much appreciated.

Joy - a.k.a. "The current Mrs. Mann"! (You'll soon spot the significance of this....)
jmann@seeccc.co.uk

NEW SEECC TEAM

PRESIDENT

Robert Oldershaw

VICE-PRESIDENT

Nigel Mann

CHAIR & TREASURER

Joy Mann

jmann@seeccc.co.uk

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Charles Cornish



Steve LeSage



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Jean Pollard

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Charles Cornish
Steve Le Sage
Adrian Cunnington
Simon Leonard
Ian Pollard
Paul Pollard
Steve Saunders
Neil Williams

COMMITTEE

Directors +

Terry Carter
David Chapman
Jenny Overson
Jean Pollard
John Sidebottom
Phil Treversh
Pamela Williams



It would seem with age, nostalgia becomes more powerful as when you reach a certain age there is more behind than in front. It is probably only natural. After attending last year's AGM, Nigel Mann and I started reminiscing, as two sad old gts are prone to do. With the election of Joy Mann as the first female chairperson she is, we think, the 9th person to hold this illustrious position. The club was formed in 1973 after an advert was put in the local paper by a certain Jim Issitt and an inaugural meeting was held in the now demolished Lamb and Flag pub in Whaplode. A committee was formed and Jim was elected as chairman but, despite his initial enthusiasm, he very quickly faded away and I was elected as Chairman with Sue, my bride to be, taking on the role of club secretary. Sue continued in the role until our son Robert was born in 1979 and Carol Modd took on the role then (of secretary - not bride!!).

I continued as Chairman until the club became a limited company in late 1984 at which point I stood down and Peter Burnett took over, with Patrick Limming (still a member) as Vice Chairman. From Peter we moved to Brian Barrs who took us into the 90's. During this period road rallying was becoming a little anti-social and at one AGM the club looked as if it had run its course. But an attempt to revive the club was then organised; a meeting was held at Nigel Mann's house and somehow I was re-elected as Chairman and the club staggered on. I'm unsure how long I remained Chairman but we eventually persuaded Nigel to take over. He handed the baton to another stalwart of the club, Simon Leonard, who was then succeeded by Adrian Cunnington who Joy now replaces.

For those of you who joined the club under the SEECC banner to enjoy your "classic cars", most of this will mean very little, but over the last 47 years there have been far too many people to mention them all, but all of the above have done something to keep the club going, along with the Pollard family, Carol Modd, Karen Barrs, Alan Lyon and, of course, the many wives of Nigel Mann !!!! I think David Goose and me are the only originals but we are both still actively competing - David returned to rallying after a short layoff of about 30 years! A special mention should go to Adrian who I think fairly single-handedly changed the club into the vibrant and successful form we now enjoy whilst in his spare time continues to edit the newsletter. As a further aside, the first EEMC classic car event was back in 1998 (when 24 vehicles took part - 22 cars plus a Morris Minor van and a Land Rover Series one); we look forward to Barry Aistrup's 22nd annual run to Burghley House in June for which I understand details are now out (they're attached to your newsletter email - Ed.)

Over those years we also ran three stage rallies which were very successful. The first was run on local farm roads and this was largely down to Keith Ream who, in his job as a potato merchant, knew every decent private road in the area. This was followed by two events on the Showground at Peterborough run by Tony Gillett which were also a success but unfortunately the showground committee decided after that they no longer wanted rallying on their patch.

Various Gala dinners along the way took place at the Barn at Sutton Bridge; Springfields; Anglia Motel and Whaplode Manor, with guest speakers from the world of motorsport. To name a few: Brian Culcheth (BL works driver); Phil Short and Mike Broad (International rally co-drivers) John Taylor from Ford and Alec Stokes ex-BRM. We also dabbled in karting but members' (lightweight) sons always won that so it didn't take off much!

Of course, road rallying was how we started and although there are lots of stories perhaps most of them are best left untold and it is now mostly in the past. But the club continues to flourish and in just four years we will be able to celebrate 50 years of EEMC, which hardly seems possible. Until then, happy motoring!

Robert Oldershaw

[More motorsport on pages 5 & 6](#)

Please print and fill out this form. Scan and email it to **jmann@seccc.co.uk** or send it by post to:
Mrs J. Mann, SEECCC, 33 Grange Drive, Spalding, Lincs. PE11 2DX.

I/We* would like to become member(s)*/renew membership(s)* of East Elloe Motor Club Ltd (and its specialist section Spalding & East Elloe Classic Car Club). All members undertake through this application to abide by the Rules of the Club (see www.seccc.co.uk/eemc) and agree to pay a maximum of one pound (£1) towards any outstanding liability of East Elloe Motor Club Ltd. The membership year runs from 1 January – 31 December.

	Applicant 1	Applicant 2
SURNAME(S)		
TITLE(S)		
FIRST NAME(S)		
ADDRESS		
POSTCODE		
EMAIL:		
LANDLINE TELEPHONE:		
MOBILE:		
I agree to EEMC & SEECCC sending me information relating to my membership, events, the monthly e-newsletter and any other relevant information by email.		
SIGNATURE(S):		
Please tick the membership category required and pay the correct remittance. Note there is a supplement of £8 if you wish to receive your newsletter by post. Tick here if required <input type="checkbox"/>		

MEMBERSHIP Fees are as follows. Please tick the membership you require:

Club Member: £15

Joint Membership: £20

Both parties of a Joint Membership must reside at the same address. Please ensure both sign above.

Junior Membership: £10 (under 18 years on application) Please state Date of Birth: _____

Parent/guardian should sign in the signature box above and state their Name here: _____

Country Membership: £10 (available to those living over 20 miles from Spalding and Holbeach and who are a member of another MSA affiliated Club) State Club: _____ Member number: _____

PAYMENT There are two payment options, please tick your preferred payment method:

By Bank Transfer to **East Elloe Motor Club Ltd** Sort Code: 20-80-78 Account No: 50490008. To help us identify the payment, please use a reference of your INITIAL then SURNAME followed by 2019.

I wish to pay by cheque. Please complete the form and send your cheque made payable to **East Elloe Motor Club Ltd** with your application to the address at the top of this form.

GDPR / DATA PROTECTION The information supplied on this form is used to administer your Club Membership. We may share some of your information with our event organisers, for example, to print entry lists and results. We may also share your information with the Motor Sports Association as required by its General Regulations. **PLEASE TICK THIS BOX TO CONFIRM YOU AGREE.** You can change your mind at any time by just letting us know. Please see our **PRIVACY POLICY** on our website at www.seccc.co.uk/eemc

I agree
TICK
HERE

Motorsport Extra: THE PRESTON RALLY

I'd better start with a warning. Those of a nervous disposition should look away now, the following story contains gratuitous violence and cruelty towards a plucky little Rover in the name of entertainment. Small children should be discouraged from reading this just in case they should foster an ambition to borrow Gran's beloved shopping car and head for Norfolk.

Speaking of small children, this story should probably start back in the early 70's when my parents made the mistake of taking me to see the RAC rally in Sutton Park and anybody who knows me will understand that I instantly fell in love with the sights and sounds of BDA Escorts and Lancia Stratos and that led directly to the 45 year itch that now needed scratching.

Just over a year ago, on reading about the exploits of my old friend Conrad Bos on a thing called the "Preston Rally", the possibility of scratching that old itch formed plans in my mind and I sought out the perfect off-road rally weapon for cheapskates; the majestic Rover Streetwise. Please bear in mind the rules state 2wd, and no turbo and research suggested that recent winners and a good proportion of the runners and riders choose various versions of the MG/Rover "Bubble"; £450 found me a tidy example and a similar amount got it insured and taxed (ouch).

Now I was told I needed to build it into a tank and, over the course of the latter part of 2018, (after completing the bathroom extension and refit I'd promised my long suffering wife Vicky I would do first - estimated 6 weeks....nearer 6months), I used every spare minute when I was not harvesting, cultivating or singing to beef up the mighty Rover. The simple method would involve exercising the wallet and attaching "off the shelf" components but where's the challenge in that? Armour plating the undercarriage was first priority so an 8mm aluminium plate was knocked into shape using all the strength of a 7 tonne 360 digger, trimmed with an angle grinder, then bolted on where it touched



to make a sump guard. Various bits of aluminium sheet nailed on to protect fuel and brake pipes from Norfolk flints, were followed by the arduous task of wrestling off the fuel tank and making a bespoke shield using Kevlar cloth and epoxy resin. I'm getting too old to lie on a dirt floor, under cars, up on old fashioned ramps. "Modern" cars don't have metal bumpers to mount rally lamps on, so a bit of old bed frame became a lamp bracket bar behind the plastic nose and giant eBay Hella lamps bolted on, then pointed roughly in the right direction.

With a couple of weeks left before the December 1st deadline, it was time to tackle the roll cage, which, whilst not a requirement in the regulations, is seen as a very desirable fitment for "The Preston" ; FIA regulations lay down certain parameters for roll over protection but - as this isn't a FIA sanctioned event - I figured a City & Guilds in Agricultural Engineering would suffice as a welding qualification, so together with my old friends Mig, Angle grinder, Hacksaw and new mate Hydraulic Pipe Bender, I set about 18 metres of FIA spec. tubing. The morning of the 1st December dawned with half the cage fitted, it even had an almost dry coat of Ford Tractor Blue paint and most of the trim refitted (a rule stipulates as much original trim as possible should be fitted including a folded down back seat that nobody could ever use), so all I needed to do was bolt the standard sports seats back in, fit harness seat belts, and the front half of the roll cage. After lunch my good friend and co-pilot/navigator/ masochist Dan Smith arrived and we fitted the nobbly-tyred wheels, hastily cut to shape mud flaps, up rated light bulbs, battery, and general waterproofing, before starting the car for the first time in 2 months. Dan washed the car whilst I dashed off to get the trailer. The aim was to hit the road to Snetterton by 4pm but it was more like 6pm and already dark before we were strapped on and ready to go.

Snetterton was buzzing when we arrived and with a few jobs sorted and the car off the trailer we were just nicely in time for the noise test, passed with a quiet whimper, then swiftly to the cafe for fuel before it shut for the night and then dash to scrutineering as last car through.....and relax; well I could relax and check out the other 89 cars taking part while Dan tried to get his head round the navigational aspects of the event.

At this point I should point out that Dan and I were a "rally team" when still wet behind the ears and reached the heady heights as East Elloe Motor Club "novice road rally champions" back in the mid 80's, but our roles were reversed, with me in the scare chair and him behind the wheel, however he'd also done a few stints as navigator for Simon Hastings later that decade. Those events were 12 cars with a theoretical chance of plotting and driving a course within speed limits, using cunningly difficult but meticulously fathomed clues and instructions, along quiet back roads with emphasis on navigational accuracy and observation: the 'Preston' is a different kettle of fish all together, the navigation is confined to fairly clear direct instructions to guide competitors at a steady pace, on public roads between off-road sectors. Around 80% of the rally mileage is "staged" (but this is not a stage rally; you can't call it a stage rally, you mustn't OK ?) on farm tracks, forest roads

and stubble fields; navigation on these sectors is mostly via orange arrows on sticks, factors that slow you down are lack of traction, lack of expensive dampers, and lack of power to overcome gluey mud, though not necessarily in that order. Other things that help drivers use a modicum of restraint are code boards from which you have to read, through what's left of the side windows not covered in mud, as you slither by with the back wheels not necessarily in the same rut as the fronts, and the ultimate is the plethora of marshals some of which encourage you to screech to a halt 3m from their toes, whilst others want you to follow the rules and stop 2 car lengths before, level with a stick you notice 2 seconds before you reach it; there are clues like festoons of Christmas fairy



lights around the marshal's own vehicles, or frowns you only notice when they lean in to remind you of the rules....

How did we get on? We started eventually at around 11pm and decided to take it easy initially to try and ensure a finish, nobody wins if they don't finish, gradually building speed as confidence grew over the first half a mile, then disengage brain and foot down from then on. All was going to plan until, as car 87 out of 90, we headed down the

side of a sandy stubble field using all of our Streetwise's extra ground clearance in the ruts left by the first 86 cars, we wondered why the stoic little Mk1 Fiesta on its saucer-sized wheels was slowing down, as it ground to a halt in front of us we were too late to steer round it. We were both now stuck in the sand and we had to call in a knight in shining armour disguised as a couple of enthusiastic anorak wearers in a 30 year old Land Rover. By the time the vintage Fiesta had been towed to solid ground and the Landie looped round to avoid travelling against the rally traffic we were 1 minute over time at the end of the section and forced to cut to the first fuel halt to rejoin from there - very frustrating!

If all this starts to sound like a slog and a chore, be in no doubt this is enormous fun and proper rallying, in a proper pocket money rally car so it's time to start pedaling hard and from then on we managed to keep pace and even overtake a few strugglers. The £30 a corner remould knobbly tyres give remarkable grip and control along tracks I'd think twice before tackling in a tractor or Land Rover; we surfed along many times on the sump guard as the car pitched and bounded from crater to pot hole, rut to ramp, and the crew winced and whooped in equal measure. Along the way we were astounded that one guy thought it wise to tackle such a car crippling event in an original Mini Cooper, now this fella wasn't messing about either as he flung the little gladiator through terrain that could easily half bury it; this was proved beyond doubt when, whilst threading through some trees, we discovered a Corsa parked on its roof with its crew standing by spectating.

As we reached the final control point a little brightness was forming in the Eastern sky and we nipped down the dual carriageway caked in mud to a very welcome breakfast at Snetterton as the sun came up; what an adventure, our plucky little Rover proved that it's fundamentally a tough cookie and ideal off road with its raised ride height and long travel suspension, and our appetites are whetted for another outing at some point even if this turned out to be the final Preston Rally. Huge thanks must go to the organisers who worked their socks off to make it all happen as well as the marshals for standing in muddy fields on a rainy Saturday night in Norfolk, and to Dan for tolerating and encouraging my enthusiasm.

Ian Stancer

Snippets

■ LOCAL DATES

- On 14th February our friends at the **Bourne Motor Racing Club** will be hosting a presentation by Barry Enderby on the history of UK stock car racing. Doors at the Corn Exchange open at 7.00 pm and Barry will begin his presentation at 8.00 pm. BMRC has a full programme of speakers on the second Thursday of the month throughout 2019. New members are always welcome.

- The **Old Copper Kettle** in Crowland has a classic car and bike day on Sunday 28th April. The event will run between 10 am ~ 2pm.

■ 2019 SEECC SUBS ARE DUE

Finally, a reminder that Club subscriptions became due on 1st January. If you have yet to renew, please do so as soon as possible. **Sorry but you must complete the membership form to comply with the new GDPR rules** or we won't be able to send you your newsletter. A form has been included on page 4.