

spalding classic car club and east elloe

No 135 September 2019

NEWSLETTER

What's On MORE INFORMATION AT www.seeccc.co.uk/events

Saturday 7 September – SLEAFORD SHOW Pre-booked entries only. SEECCC stand; our presence is in the hands of Steve Saunders and Alan Aistrup.

Thursday 12 September – CLUBNIGHT SOCIAL AT V-ATE Please note change from usual night. Organised by Steve Saunders & Liz Bollons at the V-Ate Diner at Langrick, PE22 7AJ. V-Ate is “a US-style Roadhouse, Pit Stop dining experience”. There will be no formal run – just meet at the venue – and no formal time as V-Ate serves food from 17:00 until last orders at 20:30. The restaurant seats a total maximum of 60, but they only seat a maximum of 15 people every 30 minutes. By keeping things informal, we should not clog up the system. There is ample parking, an outside bar and a waiting area. So arrive, grab a drink, look at the cars, chat – then go for food when you are ready. Tables seat from 2 to 12 people, depending on availability. Menus are here: <http://www.v-ate.com/site/index.php/menu>. An idea of numbers would be helpful, so please email ssaunders@seeccc.co.uk to let Steve & Liz know you are coming.

Sun 15-Sat 21 September – AUTUMN TRIP to Co Durham. Organised by AMCT. Fully booked.

Sunday 29 September – BRUNCH MEET at Westwood Lakes, Five House Lane, Wyberton, PE20 1RY organised by Phil & Jean Treversh. Meet at 9.30 am. We can select food on the day (example menu on page 2) but for an idea of numbers, please let Phil know if you are attending: treversh.phil@gmail.com

Tuesday 8 October – CLUBNIGHT VISIT organised by Jean & Paul Pollard to the ‘We’ll Meet Again’ WW2 Homefront Museum at Freiston Shore, near Boston. Further details on page 5.

Tuesday 22 October – TALK by Johnny Walkers at Cley Hall Hotel. 8pm. Full info next month.


CHAIR-MANN’S CHATTER

Joy Mann jmann@seeccc.co.uk

The last few weeks have been a bit of a whirlwind for the Club and we got off to a cracking start with a very pleasant, sociable evening at The Wheatsheaf in Moulton Chapel, kindly organised by member, Craig Fowler. Breezy August certainly kept us on our toes especially during the trials and tribulations of erecting the club stand and displays for the ever-popular Boston Show, but the SEECCC team rose to the challenge!

An even more hair-raising event was yet to come....in the shape of Adrian and Caroline Cunnington’s just-for-fun (apparently?) scatter run on the 13th! I guess there were many heated discussions on that evening but everyone was in fine form for the post-challenge supper. Talking of convivial dining, Dave Chapman and The Chequers of Weston certainly came up trumps on Wednesday evening when around 30 of us enjoyed the fabulous fayre. My thanks must go to all those members who have kindly put time and effort into keeping us



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Find us on  Facebook at Spalding & East Elloe Classic Car Club

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entertained. August has been a roller-coaster ride for many of us. Thanks also to all those lovely members who support our events, we are very grateful.

Dare I mention 2020? We will shortly be planning our calendar and we would appreciate any ideas for potential evening runs, talks, visits, weekend drives, anything you fancy really! In the 11+ years of classic car events we have rarely repeated venues which I think is quite an achievement. It is interesting to look back at the old newsletters (from next month Adrian has agreed to include some excerpts in coming editions as part of a new 'Flashback' feature) and to see how the club has flourished. On that note, thanks again to all those who make this possible.

Finally, I'd like to encourage as many of you as possible to support our September events (further info in this newsletter) in particular our brunch meet on the 29th as we have arranged to present the club's cheque (so far in excess of £2,000) to Caroline Kew, the area fundraiser for the Multiple Sclerosis Society. We are still collecting for the MS Society, so please do get in touch if you would like to donate to this very worthwhile cause.

I look forward to seeing you again soon,
Joy

SUNDAY BRUNCH...

Example menu but we order on the day – just let Phil know if you are attending (see page 1)



Email him at treversh.phil@gmail.com

SNIPPETS

...THEN TEA? Harvest Barn Farm Shop is organising its inaugural 'Cars, Coffee & Cake' meeting on Sunday 29th September 2pm - 4.30pm at Ramsey Rd, Farcet, nr Peterborough, PE7 3DR. It's an opportunity for like-minded car enthusiasts to meet and bring along something interesting: supercar, classic, vintage, sports, luxury etc - look at cars, talk, drink coffee, eat cake - what's not to like?! It's a free event with a grass paddock area to meet, located on the B1095.

To help with numbers, email info@harvestbarn.co.uk or leave a message on 01733 219888 to let them know if you are going, please. More details at <https://harvestbarn.co.uk/>

NEW MEMBERS Welcome to new members David and Margaret Williamson from Gosberton.

SCATTER SUCCESS Well done to Terry Carter & Steve Saunders (Rover P6) who took the honours on the recent Mini-Scatter event. They made it to 7 of the 9 required locations, visited the required time control and solved the codeboard search to shade a win over Clare & Ian Pollard (Smart) with Alan & Gillian Woods (Daihatsu) in third spot. Thanks to all eleven teams who supported the event and we hope you had some fun!

GOOD LUCK to SEECCC member Adam Cunnington who's just started the first of three legs he's doing in the eight race Clipper Round the World Yachting Challenge, raising money for UNICEF. Adam's one of 18 'man off the street' crew (and 2 pros) on the **GoToBermuda** yacht now en route to Punta del Este in South America, via Portugal, competing against ten similar craft, also with inexperienced crews. Follow the race's progress until next August at www.clipperroundtheworld.com/raceviewer.

CAPTION COMPETITION: AUGUST

Thank you for your entries for the photo below



Here's a selection of the submissions. You decide on a winner this time!

"Are you sure this will fit a king size bed?!"

"Bloody hell, Alan, you won't do *any* of that stuff at home. Then you get roped in by three other women and you're lining up the edges like it's a tablecloth at Buck House!"

"Do you know how to do hospital corners?"

"Where's Nigel ? I am sure Joy left him around here somewhere!"

THE PAIN IN SPAIN

or how not to enjoy a holiday...

Phil and I recently returned from holiday in our Reliant Scimitar. After a faultless trip around Wales and down to Cornwall, we decided that the Scimitar would be the right car to take on the Panther Car Club trip... to Spain!

Day one, after the long ferry crossing, 70 miles down the road from Santander, we pulled in for fuel and Phil found a large puddle of oil pouring from the car. The organiser of the trip, himself a car mechanic, and with an identical engine in his Panther, diagnosed a total loss of gearbox oil. The club had a long journey in front of them to their first stop and reluctantly left us to contact the AA. Dutifully, a transporter arrived and took the car, and us, to a local garage. They also 'phoned for a taxi to take us to a hotel for the night. In the middle of nowhere, we arrived, totally unexpected. However, the hotel had not yet opened for visitors - ever!!

They were eventually prevailed upon, by the taxi driver, to take us in and showed us to a delightful room but were unable to provide us with food. All was not lost though, as we had the remainder of a packet of crisps that we had bought on the boat!

The following morning we were offered coffee, fruit juice, and fresh fruit for breakfast but reminded that they did not do meals.

A 'phone call to the AA elicited that the car had been taken back to Santander (where we'd started from), but not exactly where, and it would be ready in a couple of days. We hired a taxi to take us for a filling lunch in the next village, seven miles away (I did say we were in the middle of nowhere, didn't I ?) !

By the following day, we had missed our first parador in Avila. The next day was just as the day before. A call to the AA and we were offered a Euro box hire car until ours was ready, so off we went, back to Santander in a taxi and picked up said car. After a further night at the hotel, we were able to join our friends on their second night at Salamanca .

The following day we tucked in at the rear of the Panthers and travelled about 300 miles south to spend six nights there. On the first day, we had a call to say that we could pick up our car! As we were now nearly 500 miles away from Santander, we declined and said that we would pick it up when we reached our final hotel, about a 70 mile journey from Santander.

So, when we eventually reached our final stop, as promised, we drove to Santander. There we drove around the town at least four times, trying to return the damned hire car. We could see our destination but could not find the road to it. Eventually we drove through a public car park, and arrived. A taxi then took us to the garage that had our car and we were able to retrieve it. On the mountain road back to our hotel, there were many roadworks and single line passage. We were held up for some time and Phil switched off the engine. You guessed it, when the time came, the Scimitar would not start!!!

Picture, if you will, an 80 year old and a 92 year old, trying to push a car, uphill, into a convenient lay-by. Fortunately, a young couple came to our rescue. He knew quite a lot about cars and did everything he could to start it; but it was no good, it would not budge. By this time the police had arrived. Two lovely young chaps, one of whom, thankfully, spoke reasonable English. Ergo, another ***** tow truck, which took us and our car to a garage only 15 miles or so away from our hotel. Another taxi and another 'conversation' with the AA.

Lots of other stuff happened but we got the car back on the day before we were to drive back to Santander in time to board the ship home. We were advised to drive to the port and not turn the engine off under any circumstances, which we did. By this time my only thought was: "Please let us get onto the boat and then they can push us off the other side".

We were lucky and nothing went amiss — until we reached Market Harborough, 50 miles from home. Traffic there was heavy, with endless holdups, and the car failed again. We blew out thick clouds of black smoke and dumped our gearbox oil all over the road. Another call to the AA. It was a very hot day; three lovely Good Samaritans (two young women and an older man) saw us and brought us both a bottle of water which was a godsend. The two young women helped to push us off the busy main road and out of the rush hour traffic. The AA duly arrived and we eventually got home, towed on the back of a pickup van.

The car (below) has since been sorted with a new gearbox and starter motor, and guess what? It is for sale! You don't fancy a Scimitar do you? All is serene now, although the men in white coats are not far off !!

Sally Tucker

PS Phil adds his commiserations...



SPRING TRIP 2020

Back by popular demand!

For next year's spring break, we have decided on a return trip to the Peak District's Hope Valley and the **Losehill House Hotel**, kindly organised by Jenny and Trevor Overson, for three nights from 19th – 22nd May, 2020.

It will be a relaxing few days with "do your own thing" during the daytime and meeting up for a convivial dinner in the evening.

For full information, please contact Jenny and Trevor without delay on 07736 271113 or 01406 258207



spalding and east elloe **classic car club**



WE'LL MEET AGAIN MUSEUM

7pm Tuesday 8th October

Please join us for a private informative evening including tea, coffee & cakes, talks and the Blitz experience. The inclusive cost is £8. The address is:

**We'll Meet Again Homefront Museum
3 Shore Road
Freiston
Boston
Lincolnshire
PE22 0LY**

Please look at their web site for more information

www.wmamuseum.co.uk

Phone Paul and Jean on 01406 373734 or email jean_and_paul@hotmail.co.uk
to book your place

Please contact us if you have any questions

CLASSIC RACING

After three years campaigning the Lola 212 at **Oldershaw Motorsport**, we decided that, as Lola had done, we would move on to their next iteration of a two litre sports. So, in the autumn of 2017, we sold the 212 (right) and acquired what virtually amounted to a chassis plate and a box of bits and started the reinvention of said chassis.

Originally the car was to be ready for testing in March but, as with all these things, deadlines are there to be broken. It was the Silverstone HSCC Thundersport race in May before it really saw the light of day; 4th on the grid seemed a reasonable start for the first race after very little testing. But it was not to be as the throttle cable broke when lying second. Mad dash back to Peterborough to acquire another throttle cable and then the next day start at the back of the grid.



Third overall was the result and we were pleased with that for a first event, although our driver kept complaining the car was trying to kill him – snap oversteer is not really what you want through very fast corners like Abbey, Copse and Stowe....

What then followed, for most of last year, were a variety of problems some of which were team-related, some of which were new car teething problems, but all were very annoying. This meant from Silverstone onwards we never finished a race but what had become clear was that the car was not handling as it should with Robert qualifying at both Silverstone and Spa a lot slower than his comparable times in the previous car. We felt that the result from the first race that had been run on slick tyres just masked the problem; Masters run on period treads with little or no grip!

So, what to do? Hours of testing with no guarantee or spend a not inconsiderable amount of money and get a specialist in to try and sort it in the garage. Nigel Rees was the man and he came to Weston and measured everything and came up with suggestions. These included new and thicker front and rear anti-roll bars, re-valved dampers and, most radically, a change of diff from a cam & peg design to a disc LSD, which he was convinced would give a second a lap.



A bit of testing at Donington and Silverstone before the first race this year at Brands and Robert set a time which would have put him 4th on the grid and over 4 seconds faster than he had been around

Brands before in a Lola. Unfortunately, we were sent to the back of the grid due to the car being too low, although we were not that bothered as we had proved the car was working. Race start was OK although the way Masters start races at Brands (running under yellow flags until around Druids) gives the front cars a huge advantage. Robert was coming through the field when the battery died leaving him stranded out on track. The only consolation was fastest overall lap. Donington was next and, as one of our favourite tracks, which suits the two litre cars we had high expectations. Third on the grid and a second in front of the other Lola 290 dropped to 4th because of speeding in the pit lane (naughty boy!!). Then the car decided to go sick on the green flag lap and, although he did a few laps, retirement beckoned once more.

Another electrical glitch again stopped the car in a qualifying for which we had high hopes. The Silverstone Classic race is always well supported by the boys with big toys sharing with professional drivers so a good qualifying is always difficult. Gauging pace on the other 290 and various others, top six was well within our grasp but after only about 14 minutes our session was ended early and 10th out of 44 was where we would start.

<https://www.youtube.com/watch?v=2DThMDSyBuA&t=90s>

The link above shows the first 5 laps which is worth watching. Even at an extremely fast track such as Silverstone, the 290 is able to race with the 500bhp Lola T70 Can-Am cars. By lap five, we were up to 5th (net 4th) but unfortunately, our troubles struck again and that was it; another early bath!! Our thanks to Gordon England for his continued support; to Barry Aistrup - keeper of the keys - and to David Gathercole and his team who are working hard to rid the car of the herd of gremlins which has blighted us now for 18 months.

Robert Oldershaw Snr.





Thanks to David Chapman for an interesting route – visiting Holbeach, Gedney Dyke, Lutton, Guy's Head, Gedney Drove End, Dawsmere, Holbeach St Matthew, Holbeach St Marks, Cowfield Gould, Holbeach Bank and Moulton Loosegate – en route to some very good food at The Chequers at Weston.