

# spalding classic car club and east elloe

No 150 December 2020



## NEWSLETTER



### Chair-Mann's Chatter

Joy Mann [jmann@seccc.co.uk](mailto:jmann@seccc.co.uk)

**"Tiers" the season to be jolly!** But not too jolly... (Feel free to sing the highlighted Christmas Corollas!)

**The twelve days of Christmas** have now become five and although our (described as "very charmingly rustic" by the seller....) huge, square, pine-plank kitchen table is just perfect for a bit of social distancing, I remain married to Spalding's very own "Bah Humbug"! So, we are swerving any frivolity (or false jollity as NBM calls it!) in favour of 'Noël à deux'.

**Honda first day of Christmas! My true love gave to me.....** Nothing!

Now wearing my SECCC hat – and a sprig of optimism-inducing mistletoe, of course – I must get down to the serious business of Chair-Mann's Chatter. Sadly 2020 will go down in our history as probably the most frustratingly challenging year ever as far as organising events goes. Or didn't go, as the case may be. There is a positive. "Is there?" I hear you say. Definitely! Our 2021 calendar will be a doddle to plan and we will remain optimistic that we can get back on the road by the time the weather warms up.

Talking of 2021, please remember there is no need to send subs until May as the committee agreed we will extend everyone's membership free of charge until then. The club's accounts are currently with the accountants and I am hoping to share all the updated figures in next month's newsletter. You'll be pleased to hear "BH" is currently up in the loft attempting to locate all the festive paraphernalia. He'll try it on..... (not the paraphernalia....) "I can't find the tree, can we do without it, just once?"

**Hark the Herald angels sing!**

I want to thank everyone for your continued support. I must also give mention to Adrian for producing the monthly news, and everyone else whose contributions and input have enabled us to stay in touch with all. Thank you! Talking of newsletter content, there is one word I never thought would appear in the history of our news! I'll leave you to find it.

**SSang Yong Merrily on High!**

Finally, .... Do you hear what I hear? Absolutely, nothing – I am delighted to report the safe arrival of "Sparky", our all-electric i3. And not a milk bottle in sight!

With all good wishes for Christmas and the year ahead. Look after yourselves and each other.

Joy

*Isuzu a merry S-Max!*



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## EDITORIAL

Many thanks to those who have already submitted *AutoFile* contributions and other items for the Newsletter.

For our Christmas and New Year editions, Joy has 'commissioned' a couple of specials on the *AutoFile* theme from her two very able henchman (Vice-Chairs!), Steve Le Sage and Charles Cornish.

We will hopefully only need to keep this going for a few more months without any events to report on, but your articles are much appreciated. I am keeping one or two back for future issues just to manage the output and the time taken in putting things together. Thank you for your understanding!

Finally, I would like to wish all our Members a Merry Christmas. Watch out for the January newsletter which should be with you in good time for the New Year!

Have fun and stay safe.

Adrian

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## QUIZ: NAME THE CITY OR TOWN

### ANSWERS

1. Dark water collection **BLACKPOOL**
2. Cliff-jumper with heavy weight, going to practise boxing? **LEAMINGTON SPA**
3. Dull off? Quite the opposite! **BRIGHTON**
4. Resolve an argument **SETTLE**
5. Lion in front of a large church **LEOMINSTER**
6. Doing macramé with cured pig meat  
**NOTTINGHAM**
7. Have a letter to spare **DOVER**
8. Roller for a Spanish nobleman? **DONCASTER**
9. Needed for a replacement door  
**NEWQUAY**
10. Offal like snooker **LIVERPOOL**
11. A prime number of trees **SEVENOAKS**
12. Others arrived? **MORECAMBE**
13. Where cattle cross the river **COWBRIDGE**
14. Left Right Left Right Left **MARCH**
15. Water seepage **LEEK**
16. 'Manage' a heavyweight **BOSTON**
17. Travel by horse **RYDE**
18. Straw can be painful? **HASTINGS**
19. Multiplying by two? **DUBLIN**
20. Choose some jewellery **PICKERING**
21. Sounds like dogs are depressed **HOUNSLOW**
22. Fuel the fire over thirty French? **STOKE ON TRENT**
23. Browns bread **TOWCESTER**
24. Pounds, shillings and pence **STIRLING**
25. Stupid French fries **DUMFRIES**
26. Keep fortified wine to sell **STOCKPORT**
27. Industrial lift for Mrs Rantzen **WINCHESTER**
28. Tub **BATH**
29. Mr Fawlty has finished **BASILDON**
30. Student loan for overacting **GRANTHAM**

*Many thanks to Barry Phipps*

**Well done to Patrick & Alice  
Limming who scored 28/30!**

## THE BEGINNING OF THE END?

*The Government says it “took great pride” in its announcement that the UK has taken another “historic” step on the road to ending its contribution to climate change when it announced the end of the sale of new petrol and diesel cars in the UK by 2030 last month. But many will see it as the beginning of the end for our cars of today, let alone our classics. There’s no news on when our cars won’t be able to be driven in anger and I suppose the eventual phase out of all things fossil-fuelled won’t be a concern to many of us fossils.*

*But what about depreciation in the meantime? Power generation capacity to support the changeover in less than 10 years? Special investment to provide infrastructure in rural areas? Didn’t even get a mention! Please read on for the story... Ed.*

Step 1 will see the phase-out date for the sale of new petrol and diesel cars and vans brought forward to 2030. Step 2 will see all new cars and vans be fully zero emission at the tailpipe from 2035. In other words, no more hybrids.

Between 2030 and 2035, new cars and vans can be sold if they have the capability to drive a significant distance with zero emissions (for example, plug-in hybrids or full hybrids), and this will be defined through consultation.

The Government says the move is underpinned by over £1.8 billion to support greater uptake of zero emission vehicles for greener car journeys. New measures announced include some more chargepoints “to build on our world-class infrastructure network”, alongside innovation for new clean technologies. It is claimed this investment will improve air quality in our towns and cities, and support economic growth right across the UK, putting us at the forefront of the zero-emission vehicle revolution “with vehicles built right here in the UK”...

Part of the announcement is a supposed £1.3 billion to accelerate the roll-out of chargepoints for electric vehicles in homes, streets across the UK and on motorways across England, so people can more easily and conveniently charge

their cars. To meet future demand, the Government says it is providing grants for homeowners, businesses and local authorities to install chargepoints, and is also supporting the deployment of “rapid chargepoints”. This had already supported the installation of over 140,000 residential chargepoints and 9,000 chargepoints for staff parking at businesses. Government has also already supported the development of a network of over 19,000 public chargepoints, including over 3,500 rapid devices, in partnership with local authorities and private sector investment, making it one of the largest networks in Europe. Today, the Government claims a driver is never more than 25 miles away from “a” rapid chargepoint anywhere along England’s motorways and ‘major’ A-roads. Is that just the one then?

The Government announcement pledged £582 million of tax-payer cash for those buying zero or ultra-low emission vehicles to make them cheaper to buy and incentivise more people to make the transition.



Alongside the further funding, Government announced these new **queasy-green** number plates are due to be introduced from December 2020 “to increase awareness of electric vehicles on our roads and help local authorities bring in local incentives”. It says drivers will benefit from local initiatives such as cheaper parking and cost-free entry into ‘zero-emission zones’ so that might be worth waiting for...

To ensure the phase-out dates are met and to support interim carbon budgets, the Department for Transport says it will publish a green paper in the coming months on how best to deliver the transition to 100% zero emission sales for cars and vans. A consultation on the phase-out of new diesel heavy goods vehicles (HGVs) to put the UK in the vanguard of zero emission freight will also be launched.

*Well there you have it. It’s all sorted! Electric cars here we come. We await Joy’s road test of first impressions on the i3 with interest!*

## AUTO FILE **Alan Woods**

Your first car

**Hillman Avenger 1500 DL** GLA 11J, hearing-aid beige  
I learned all the basics of driving, handling & mechanics with it.

Favourite car you've owned

**Vauxhall Chevette** a 1256cc hatchback (below), back when the likes of Russell Brookes & Jimmy McRae were charging about in their HS versions, with some tweaks to the engine and a body kit as I tried my best to emulate them.



Current classic driver

**1989 Fiat Uno 45** It's so basic there is nothing on it that's not needed to make it work, brilliant and best of all - wherever I go - I rarely see another. Although to UK spec, it spent the first few years of its life in Spain, which may be why it's not rusty.

The one you regret selling

**Mk 1 Vauxhall Astra GTE**: bought unseen on eBay, broke down on the journey home, fixed it, limped back, sorted it out and what a fantastic drive! Everyone wanted to race it off the line. Sold on due to lots of issues but look at the values now!

The one you regret buying!

**1991 Audi 80 16v** One of many Audis, all great quality and super-slick drivers but this was a bag of nails, head gasket went on it in Bournemouth, limped home, had it fixed and it still overheated! Only car I dumped at the auction and walked away.

Fond memories of.....

Y reg **Audi Coupe 5E**, B reg **Audi 80 Sport**,  
F reg **Audi 100 Avant** (you can maybe see a theme here!)  
and a **VW Campervan**

Your dream car

**Audi UR Quattro** or **Vauxhall Chevette HS**

Funny/ weird/memorable moment

Driving my **Escort XR3i** into Bulby ford during an EEMC 12 car rally, low air intake and a deep steam proved the fact that water doesn't compress... We opened the doors and flooded the interior, maps floated out and fish swam in! Rescued by Nigel Mann, if memory serves me correctly...

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Send your Auto File answers/photos to: Adrian Cunnington at [seeccc@btinternet.com](mailto:seeccc@btinternet.com)

# CLASSIC CAR PARTS BY ALAN AISTRUP

Can you identify these classics from close up? Some are more difficult than others!

1



2



3



4



5



6



7



8



9



10



11



12



13



14



15



16



17



18



19



20



SEND YOUR ANSWERS to  
[seeccc@btinternet.com](mailto:seeccc@btinternet.com) by 20 DEC

ANSWERS WILL BE REVEALED  
IN OUR NEW YEAR NEWSLETTER

## **AUTO FILE EXTRA**    **STEVE LE SAGE VICE-CHAIRMAN**

I know Adrian has been struggling for newsletter fillers, but we really must be very desperate if our Lady Chairperson has asked me to keep you, our loyal members entertained whilst you are drinking your morning coffee. At least Joy has given me an agenda to keep to, so as I do not go off the beaten track. She has also written a note asking me to be light-hearted, interesting and not to be smutty! What does she mean? As if I would...

### **Your first car? Standard 10**

My father bought me my first car, for passing my driving test on my 17th birthday. As I lived on a nursery with 40 acres of land, I had plenty of opportunity to practise my driving techniques using the company van, lorry or Land Rover, driving across the fields and using the farm tracks as a highway. I was told that I could only do this when our workforce had left the premises and there were no crops growing on the land.

The car I chose was a Standard 10 in black (it had to be) with a very clean red interior all for the princely sum of £70.00; if that car had been a Rolls Royce I don't think I could have appreciated it any more. My friend and I would take the Standard over to Skegness most weekends in our pursuit to find some nice attractive young ladies (well in truth not so much ladies)...

I remember after watching an RAC Rally on television one weekend, I immediately went out and bought two large rally-style spot lights to be fitted onto the front of the Standard. This was to allow me to keep up with the Mini Coopers and Triumph Spitfires racing through the bends on our way to Skegness but sadly, to my amazement, fitting the spot lights took 5mph off the car's top speed; the spots were removed quicker than they were fitted, so the car could return to its amazing top speed of 55mph.

I owned the much cherished Standard for some months until returning home one day when a very nice lady decided that she didn't need to stop at the Cross Street/ St Thomas's Road junction, hitting me broadside and writing my car off. A very sad day as I was so proud of my smart black Standard 10.

### **The one you regret selling? Land Rover series 2**

After the loss of the Standard, my father was kind enough to let me use his **1964 Land Rover series 2 short wheel base** whilst I was without a car. But this was no ordinary Land Rover: the engine had been tuned by VeganTune (who tuned engines for the BRM racing team amongst others); massive twin SU carburettors were fitted, leather racing seats added and the cabin was completely renovated and trimmed. Even the pin in the speedo was removed to allow the speedo to read more than the 80mph shown on the clock! This was a really great vehicle. The only thing I didn't like about it was the fuel consumption (18 mpg) – ouch! I was so upset on the day my father traded the Land Rover in. I think out of all the cars I owned in my youth, the Land Rover was the one that I most regretted selling and would be the one which I would still love to own and drive today.

When I was in my teens and early twenties, I also drove a **Triumph Herald, Mk1 Cortina, Mk1 Escort and another I have fond memories of was my MkII Ford Cortina 1600E** - what a beautiful car for its time.

### **The one you regret buying? Austin 1100**

On getting married, the 1600E had to go for financial reasons; it was sold and a white **Austin 1100** was bought to take its place. Oh no! What have I done? This must be the worst car I ever owned, although I must admit, apart from changing the engine oil and replacing the spark plugs, this car was definitely the cheapest car to run out of all the cars I ever had. I remember when Christine was pregnant with James we were returning to Spalding from Peterborough along the old Crowland Fen road, the car was bouncing up and down so much on its hydrolastic suspension that Christine shouted, if you don't slow down now I will be having this baby in the car! I must have been travelling at least 45mph... Although I disliked this car, I bet if I could find a nice example today I would be very tempted to buy it — as long as it was white.

[> next](#)

## The one you regret **not** buying? **MkII Jaguar 3.8**

I was driving through Knutsford in Cheshire on business in 1992 and saw a MK2 Jaguar 3.8, in a garage showroom. The car was black with red leather seats and trim, chrome wire wheels and in excellent condition; it was absolutely gorgeous. I will always remember the price, it was only £1,850! Just imagine if I had bought it and still had it today, it would now be worth £30,000/£35,000. That wouldn't have been a bad investment although I expect we all have lots of stories like this to tell.

## Your dream car? **Aston Martin DB9**

The car of my dreams and the one that I would really like to own today, would be an **Aston Martin DB9**. I drove one on a track day experience which was bought for my 50th birthday. What an experience! I can highly recommend it to anyone. I felt really good driving around the track in the Aston, thinking I was driving reasonably well reaching 130mph along the straight, braking well before the corners, hitting the apexes, but coming up to the last lap, the driving trainer who had been sitting quietly beside me until this point, asked if I wanted to do a fast lap.



Naturally I said 'yes please'. 'OK' he replied, 'hit the accelerator to the floor when I say, and brake when I shout'. Easy enough I thought, reaching the pit area and entering the last corner before the main straight half way around the corner he shouted accelerate, so down went the pedal to the metal, the car drifted out of the corner and headed off down the straight reaching 150mph instead of the normal 130mph I was managing before... At the end of the straight, the call went out to BRAKE! I replied: "Too late! I have already started". SCARY! Getting out of the car, Christine asked what I had I done differently on the last lap? She said the car sounded so different – that's because it sounded *great*.

## Current classic & most dear? **Rover P6 2000SC**

On many occasions I have been asked which of my cars is my favourite, but I think the car most dear to me is my **Rover P6 2000 SC**, as it has always been a family car; this car has so much personal history. Christine's father owned it from new; he bought it in February 1965. Christine and I used it for our wedding in 1974, and Joanne our daughter asked if she could use it for her wedding in 2005.



I remember Christine's father (who cherished the car as much as I do today) asked if we could pick him up from Worksop, as he was flying his light aircraft there to be serviced: 'You can use the Rover if you collect me', he said. So off we went starting our journey to Worksop both feeling very grand being allowed to drive this luxurious motor. People were looking at us as we drove through the towns and villages on our journey, in admiration of the car. Once we got a few miles under our belt, I then started to overtake a lorry but realised that the car had no power! It lacked any form of acceleration, so I stopped as soon as I could to investigate what may have been the problem. I found - to my astonishment - that a piece of wood had been bolted to the underside of the accelerator! After removing the obstruction and continuing our journey the Rover then performed perfectly. When we got to Worksop, we asked Christine's father why had he bolted a piece of wood to the accelerator – he said that he didn't want me to drive his cherished car too fast!!!

*Read more about this car in our newsletter archive on the Club website;  
it featured in the April 2018 edition*

[> next](#)



## Current classic & favourite car? **Triumph Stag**

Although the Rover is the most cherished car I have, my favourite car is the **Triumph Stag**. I think it is an incredible car, it looks fabulous. I believe it is one of the best looking tourers ever designed. It too sounds great – the burble of the V8 engine is a sound only a Stag can deliver. In fact, when I was filling up with fuel in Bourne one warm and sunny day, an elderly lady approached me and asked if she could stand behind the car when I started it up, as she and her husband owned a Stag earlier in their life. She said she could remember that the sound of the car's engine "used to give her an orgasm" (sorry Joy, but this story is absolutely true)!!! The car, surprisingly, does have many other attributes, one being that it is a very comfortable car to drive even on longish journeys and it is as comfortable as most modern cars are today. I also often hear many people commenting on how good the car looks. I think all classic car owners like to hear this; that sentence is usually delivered just before the one about how their father used to own a car like this one!



Well I hope your coffee has not got too cold, and you have enjoyed my short review of my past and present car history for our new newsletter feature. I look forward to catching up with you all when we will be allowed to get together again and enjoy one of our club runs and show off our classics to all their admirers.

Bye for now,  
Steve Le Sage

**NEXT MONTH: OUR OTHER VICE-CHAIRMAN WILL FEATURE IN [AUTOFILE EXTRA!](#)**

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## **CAPTION COMP:**

**featuring  
our  
esteemed  
VP!**

Entries to  
[seecc@btinternet.com](mailto:seecc@btinternet.com)  
by **20 December** please

