

# spalding classic car club and east elloe

## NEWSLETTER

No 151 January 2021

### Chair-Mann's CHATTER

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



New Year Greetings to one and all! Christmas 2020 will go down in history as one of the most complicated. Trying to work out who you could or could not see was like doing the Krypton Factor (yes, I'm showing my age!) So, we decided to be ultra-sensible and stay home alone. I suspect the rest of the family was probably quite relieved! Plus, a contributing factor, there are now three of us in this marriage\*\* I hope you all have, or will have, enjoyed some friends and family time – long awaited get-togethers will warm the heart but please stay safe. Polishing solo in the garage is perfectly acceptable!

\*\*Have I told you about my man's unrequited passion? It's been going on a while but in October he decided to seize the moment, *carpe diem* and all that.....!

Day 1 - He booked us into a plush country-house hotel in Devon and I was whisked away for an overnight treat!

Day 2 - I found myself on the Tamar crossing heading for Cornwall and the object of his affection, none other than a wedge of orange cheese – a Bond Bug!

Since our return I've seen very little of my beloved spouse, such is his love affair with the fibreglass floosie. He'll probably insist that the interloper's male but it's hardly masculine, is it??? His head has been turned.....Nigel's, .....not the Red Leicester. Yes, I'm feeling thwarted, I'm slowly going crackers. I could take him a jar of pickle and leave him to it or I could try and feign enthusiasm. I am fed up with cuddling up to him and discovering The Bug Club magazine has come between us. So, if there are any budding "Dear Deirdres" out there, please let me know the solution to my quandary!

In the meantime, I wish you all the very best for the year ahead. Here's to many happy miles!

Joy



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## EDITORIAL

Welcome to the first newsletter of 2021. Happy New Year everyone!

Continuing our Christmas and New Year commissions, we have an AutoFile with a very big twist from Charles Cornish. And interesting, but more conventional - if you can ever call a Lotus conventional - fare from Patrick Limming. Thank you both. Do keep them coming! And there's a small crossword to tackle too.

Last month's newsletter was the 150<sup>th</sup> such output from SEECCC so it was nice to see that one out of the virtual door and another milestone in the Club's short history chalked up.

As we enter the new year still suppressed by multiple tiers of Covid-19, we look forward to vaccinations, a return to classic motoring and better times in 2021. I guess we just have to be patient for now.

Have a drink or two to see out 2020 and do stay safe.

Adrian

### IN THIS NEW YEAR EDITION...

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## SNIPPETS

► Congratulations to Patrick Limming who identified all 20 car parts in last month's quiz (answers on page 5) correctly. He was given a close run for his money by Larry Crabb and Paul Haylock who each scored 19.

► Alan & Jackie Aistrup have been busy of late. In addition to providing some excellent quiz pieces for this newsletter, they have been hard at work planning what will, hopefully, be our 2021 Classic Car Run. Full details will follow when we have a bit more clarity on where we are headed with events but, for those of you who are keen to have something to aim at, please save the date: Sunday 6<sup>th</sup> June 2021. The event will be based around north west Lincolnshire.

► Fuels for the future? For those not ready to switch to electric cars and particularly those with a classic or modern-classic car, synthetic fuels seem like the dream. They replace petrol or diesel without modification, can be made in an almost carbon-neutral way and be dispensed using the same infrastructure we have today.

But practical hurdles remain. Those hurdles are being evaluated in multi-million pound R&D programmes, with the most high-profile being run by Porsche, Siemens and the German government. The trio recently announced the Haru Oni project in Chile, backing the idea that synthetic fuels could be a viable, ultra-low carbon alternative to fossil fuels.

Already, authorities across Britain and Europe are preparing to roll out [E10 fuel, petrol with a 10% bio-ethanol](https://www.hagerty.co.uk/articles/will-synthetic-fuels-ride-to-the-rescue-of-classic-cars/) mix. Synthetic fuels are for further down the road. Taking an optimistic view, availability could be widespread by 2030.

You can read the full article at <https://www.hagerty.co.uk/articles/will-synthetic-fuels-ride-to-the-rescue-of-classic-cars/>. Many thanks to SEECCC member Nigel Baker for alerting us to it.

>go to page 12

## The 'How My Mind Works' Quiz - or does it whirr?

The clues below, in no particular order, will lead you to 10 answers relating to marques/models of "classics" whilst a further 10 clues will give you the answers relating to items which can be found on, or pertaining to, a vehicle. Good luck in trying to fathom out how my mind works!!

1	A verbal entertainer - good at drying off? (6,7)
2	75% Dark? (11)
3	A ray of natural light shining on a fencing weapon (7,6)
4	Can this casting be found in the church tower? (11)
5	A 60's saloon made in Luton? "It's frothy man"! (8,6)
6	Victory! In a NE Italian Mountain range? (7,8)
7	Hold on tight to an item of ceramic tableware! (6,5)
8	A mountain dweller? Seeking redress after wrong-doing! (7,7)
9	Large numbers of Naval toilets? (9)
10	Did this "sly old" pioneering photographer set up a French marque? (6)
11	Chauffer an iconic black detective to the movies in 1971? (10)
12	A British shopping trolley? With 250 or more horses in the boot! (5,3)
13	A type of vehicle where the landed gentry reside? (6)
14	A mathematical equation? (12)
15	Made in Abingdon, it was irresistibly attractive, well almost! (2,8)
16	Enthusiast, provided with permanent shelter? (3,7)
17	Turn your trendy clothes inside out? (7,5)
18	Made by Henry! In the east of England? (4,6)
19	Asphyxiate telegram? (5,5)
20	You may use the Co-Op for this trip - hopefully not yet! (5,5)

[Answers to this quiz can be found on page 12](#)

I trust that you have not found these clues too "off the wall" but do remember I was a front row forward for 30 years!!

*Alan Aistrup*

THERE'S MORE CLASSIC PUZZLEMENT WITH OUR GIANT PRIZE CROSSWORD ON PAGES 8/9

## AUTO FILE **Patrick Limming** send your Auto File to [seeccc@btinternet.com](mailto:seeccc@btinternet.com)

### Your first car

**Austin A30** Used for tearing around a makeshift circuit in a friend's stubble field. First road car was a 1966 **Mini Cooper** 998cc, which I promptly put on its roof before I had even passed my test!

### Favourite car you owned

Difficult one this; I've been lucky to own some wonderful cars, but probably a dead heat between the **Lotus Elan Sprint DHC**, **Lotus Essex Esprit Turbo** and my current **Lotus Elise S1**!

### Current classic driver

**1996 Lotus Elise S1**

### The one you regret selling

**Lotus Essex Esprit Turbo No12.** They only made 24 of these, and if you can find anyone who will part with it, you would have to pay at least £100,000 to get one now. I sold mine for £11,000!



### The one you regret buying

None really; perhaps the **Triumph GT6 Mk2**. Compared with the **Mini**

**Cooper 'S' Mk 3** it replaced, it was a touch of luxury, but not a very good rally weapon!



### Fond memories of..

Taking the **Elan** around Goodwood, pre-plot road rallies in the **RS2000**, doing 350 miles in under 3½ hours in the **Essex Esprit**, all the times I've had at the **Lotus test track** and any journey in the **Elise** — unless it's raining!

### Dream car

**Ferrari 288GTO.** I had a chance to buy the Patrick Collection car for £60,000, but didn't have the nerve to re-mortgage the house to get it. The last one I saw up for sale was £2.5 million! I wouldn't have fitted in it anyway...

### Funny/Memorable Moment

Coming back from Harrogate in the Vegantune-engined **Elan**, we came across a Jensen Interceptor. We both began to make progress (dead empty road; those were the days!) and when he was flat-out this pesky little Lotus was still right with him. As we slowed for the traffic we'd closed in on, we drew alongside. My passenger Tony lowered his window and informed the Jensen's driver that the Elan was up to temperature now, so we could open her up properly! The look on his face was truly memorable!

Next month: **Phil Tucker**



## ANSWERS FOR LAST MONTH'S 'PARTS' QUIZ

1



Fiat 500

2

Gilbern Invader Mk 1



3



VW Karmann Ghia

4

Vanden Plas 1500



5



Berkley T60

6

MG F



7



Fiat 124 Spider

8

Mercedes 230SL Pagoda



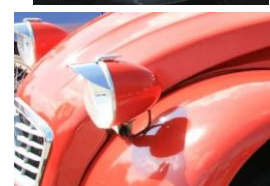
9



Citroen DS 21

10

Citroen 2CV



11



Sunbeam Tiger

12

Alfa Romeo Montreal



13



Bond Bug

14

MG RV8



15



Lotus Elan +2

16

Fiat X1/9



17



Jaguar E type S1

18

Triumph Stag



19



Citroen Dyane

20

Triumph GT6 Mk3



*With thanks to Alan Aistrup*

## AUTO FILE EXTRA CHARLES CORNISH VICE-CHAIRMAN

Hi, my name is Charles Cornish and I share the vice chairmanship (under Joy), of our Club with Steve LeSage, who wrote last month's AFExtra.

**First cars and other conveyances!** I learnt to drive in an Austin A35 van which was interesting doing hill starts in North Wiltshire and, after passing my test in August 1968, I was let loose with Dad's Sunbeam Rapier (right), which also had it's moments!



A ferry trip from Southampton to Le Havre saw me joining my first ship, the 15000 hp, 2 x 8 cyl, twin screw MT Overseas Ambassador (right), in 1968. Capable of some 16 knots, the vessel was my home for a six month stint and I saw West Africa, North Africa, France and Communist Russia.



I stayed with my employers, London & Overseas freighters, for 30 enjoyable years having sailed all over the world on oil tankers, bulk carriers and break-bulk dry cargo ships, ranging in tonnage from 16,000 to 140,000 tons dwt. I worked through the ranks and gained the necessary certification.

**First command** I was eventually promoted to master in 1993 and my first command was MT London Spirit (below) - another 15,000 hp vessel - and this was a permanent appointment for the next 5 years, albeit with four months leave every four months.



Unfortunately, the company was bought out lock, stock and barrel in 1998 and redundancy followed in January 1999. Later that year, I secured a post with Mobil Oil Shipping Co. and joined the 28,000hp, 301,000 tonnes MT Raven offshore in Galle, Sri Lanka as understudy Master, a step up (shipwise, see photo), to say the least!

[> next](#)





*MT RAVEN was 332 metres long and 58 m across*

In 2000, Mobil Oil was merged (taken over), by Exxon and became ExxonMobil. Things did not change too much except that in 2003 I was invited to come ashore as a Marine Superintendent within the new company. This proved to be very rewarding in that my roles involved aiding the international fleet, liaising with owners who wanted their new-build tonnage to be time chartered by ExxonMobil and looking at potential ports around Europe to accommodate the latest LNG carriers being built.

In 2005, I was offered the opportunity to move upstream (shipping is downstream); this entailed secondment to Mobil Oil Producing Nigeria as OIM (Offshore Installation Manager), for the YoHo oil field situated 56 miles offshore. The first year of this assignment meant a year in Malaysia as an ex-pat commissioning the FSO (Fuel Storage Offloading) vessel and the production platform. Once commissioned and sited offshore, I spent the next two years supervising the field and running a Nationalisation programme. Having always planned 55 as a retirement age, I missed it by two years retiring in 2008. I enjoyed my career immensely – it was something that Barclays could never have offered!

So much for that long digression about ships, what about cars? you say. Well when I was promoted early to 3<sup>rd</sup> Mate, on my very next leave, I purchased this 2 litre Triumph Vitesse (right). The dolly bird is my mother! But it had rubbish road holding as I was to find out one winter's evening when driving home from Marlborough. We ended up on the opposite side of the road, facing the direction we had come from...



*/ continued on page 10 >*

# GIANT NEW YEAR PRIZE CROSSWORD

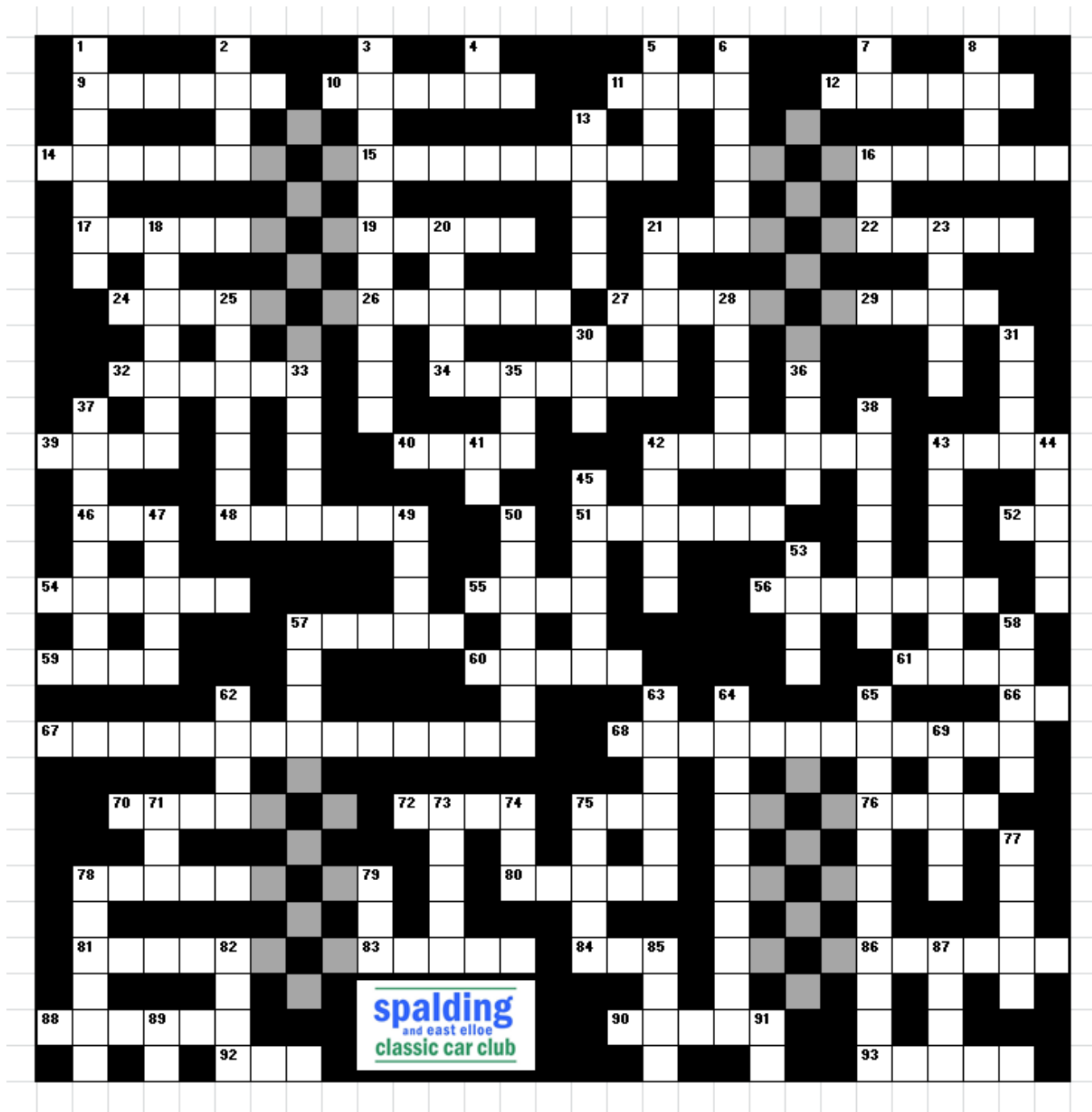
## ACROSS

9	+ 24 across: A prestige BLMC brand (6, 4)
10	A make that ran like a sewing machine? (6)
11	See 48 across
12	Made the Cambridge (6)
14	Ford from the East? (6)
15	Rebodied Mini by Bertone (9)
16	Waspish Wolseley (6)
17	Restored E-type (5)
19	+ 2 down: Paris-based classic make (5,4)
21	Mix with petrol for some action? (3)
22	Sixties Ford or Mercury variant (5)
24	See 9 across
26	Reliant model used by footballers (6)
27	Heavenly 1920s British car make? (4)
29	Classic Maranello-made sportscar (4)
31	See 63 down
32	French luxury of the 20s and 30s (6)
34	Classic VW 2+2 styled by Ghia (7)
36	Morgan's eight was positive! (4)
39	Driven by Rowan Atkinson? (4)
40	+ 73 down: 30's German amalgam (4,5)
42	Enigmatic French 80s sportscar (7)
43	_____ Hawthorn, '58 F1 champ (4)
46	Lubrication (3)
48	+ 11 across: The original off-roader? (6,4)
51	Performance BMW brand (6)
52	Mathematical Triumph 2½ litre? (2)
54	See 21 down
55	Issigonis' masterpiece (4)
56	John _____, 2 & 4-wheel champ (7)
57	GM saloon, sold as Vauxhall & Opel (5)
59	Sir Stirling _____ (4)
60	'70/80s Maserati 2+2 by Giugiaro (5)
61	Another Giugiaro classic for Mazza (4)
66	Mazda designation for its 5 sports (2)
67	Triumphantly rapid in the 70s (8,6)
68	Italian for four door (11)
70	+83 across: Popular GM sports coupé (4,5)
72	Modern form of 40 across/73 down (4)
76	Sussex-based sportscar maker (4)
78	Czech make - originated in 1920s (5)
80	Quirky 70s 2-door lemon by AMC (5)
81	Hyper-rare Lister 4-seater (5)
83	See 70 across
84	See 91 down
86	Roger Moore's 47 down (6)
88	Z cars maker? (6)
90	Maker of the 3-seater Bagheera (5)
92	Jaguar coupé of the 70s – 90s (3)

## DOWN

1	Hillman driven by Steed? (7)
2	See 19 across
3	Italian designer/sports car maker (11)
4	+ 8 down: _____ Bouton (2,4)
5	Abominable Skoda? Not really! (4)
6	Dutch sports car maker (6)
7	Carburetor (2)
8	See 4 down
13	It was one of Rootes' "Supers" (5)
16	'90s Healey repro manufacturer (3)
18	Ford-powered classic from Wales (7)
20	1963 & 65 F1 world champion (5)
21	+ 54 across: British supercar make (5,6)
23	British classic needing a Davy lamp? (5)
25	Blackpool predecessor of the SS... (7)
28	Seasonal mate of 26 across? (5)
30	Dutch maker of '60/70s Variomatics (3)
33	Deadbeat Ford from the US of A (5)
35	_____ Speedwagon (3)
37	V8-powered Italian supercars (2,6)
38	Yorkshire-based sportscar maker (7)
41	MG Midget made 1949-1953 (2)
42	V10-engined muscle from Dodge (5)
43	BL group saloon/estate 1984-1995 (7)
44	25 years of excellence from Hethel? (5)
45	Morris' mainstay of the 1970s (6)
47	+ 85 down Legend from Chapman (5,4)
49	Orgasmic tourer from Canley!? (4)
50	Suffolk-based sports car marque (7)
53	See 58 down
58	+ 53 down: Brit F1 champ of '76 (5,4)
62	Drove 79 down to glory in 1962 (4)
63	+ 31 across Stablemate of 13 down (6,4)
64	US firm bought by Packard in 1953 (10)
65	Driver aid for those on the limit (11)
69	Was the P6 its best ever car? (5)
71	Engineer's solution for no ramp? (3)
73	See 40 across
74	Linwood-made rear-engined classic (3)
75	Nissan small car since 1982 (5)
77	Coventry-based car company (5)
78	TVR _____ Speed Six (6)
79	Bourne-based Formula 1 team (3)
82	Hillman saloon (4)
85	See 47 down
87	1960s P50 microcar manufacturer (4)
89	Advanced Citroen of the 1970s (2)
91	+ 84 across Surrey-built sportscar (2,3)
93	This marque's Elf was like 16 across (5)





Please send your completed grid to the Editor by email or snail mail  
for a chance to win a bottle of fizz!

Send your entries to arrive by 30 January to:

Adrian Cunningham  
45 Main Street,  
Gedney Dyke,  
Spalding, Lincs.  
PE12 0AJ

or take a clear photo and send it by email to [seeccc@btinternet.com](mailto:seeccc@btinternet.com)

Good luck! Answers will be published in February's edition of the Newsletter

*/ continued from page 7 >*

It was not a skid but a somersault which resulted in the front offside wing disappearing and lowering of the roof by about 6 inches; it was a write-off but still drivable! I blame the car and not the excess speed that I was attempting around an uphill bend...

My next car was a 1948 Mk VI Bentley, which was a radical change but a great workhorse up and down the M4 while studying at the London School of Navigation. I kept this car in my parents' garage till the mid 1980's and enjoyed it's quirkiness – the floor-mounted gearlever to the right of the driver's seat to name but one.

Next was an MG BGT, which proved to be very versatile especially when moving from London to Lincolnshire, following our first house purchase in 1980. This was followed by a brief stint with a Volvo 144 which my aunt borrowed and I never saw it again! Then along came a 1973 Rover 3500S (below), a lovely car of which I have very fond memories. I think the photo says it all.

This car stayed in the garage until the late 90's and was accompanied by VW Golfs (2) and an Austin Metro (in which Celine learned to drive). We have also owned a Ford Fiesta, Audi A3 and Audi A5, a BMW 640d, then a BMW X3 and now a Mercedes 250 GLC along with a VW Tiguan.

**Recent classics** were my 1970 MG B roadster, which some of you will remember, that was replaced by my current 1988 Mercedes 300SL (below).

Of all these cars, classics aside, my most favourite has to have been the BMW 640d, a phenomenal car to sit in and drive. Why did I sell it? Simply put: welcome to the world of SUV's!



Have a happy new year and we hope to see you all soon.

*Charles Cornish*

# CAPTION COMPETITIONS

## December

*Thank you for your entries shown below*

- ▶ Surely it's got to be worth an extra £500 just for the colour alone!
- ▶ Just texting to say I'm off to polish my bonnet again!!!
- ▶ Mmm... more satisfied customers! Even the car's got a smile on its face!
- ▶ When you can sell a green Renault on an 02 plate that easily, it's worth telling everyone on Facebook!
- ▶ Joy, the wholesale milk delivery is late again!



## THIS MONTH'S PICTURE



featuring Sir Jackie Stewart, no less. Entries to [seeccc@btinternet.com](mailto:seeccc@btinternet.com) by 30 January, please.



# CLUB ACCOUNTS 2019/20

East Elloe Motor Club Limited

Trading and Profit and Loss Account  
for the Year Ended 31 October 2020

	31.10.20	
	£	£
<b>Turnover</b>		
Subscriptions	1,754	
Social	3,004	
Donations	-	
Polo shirts	80	
		4,838
<b>Cost of sales</b>		
Opening stock	85	
Closing stock	(93)	
		(8)
<b>GROSS PROFIT</b>		4,846
<b>Other income</b>		
Interest received		2
		4,848
<b>Expenditure</b>		
Social costs	3,207	
Professional fees	276	
Polo shirts	79	
Donations	89	
Sundries	209	
Website	64	
		3,924
<b>NET PROFIT/(LOSS)</b>		924

## SNIPPETS

from page 2 >

► Anglia Car Auctions have a two-day weekend classic car sale coming up on 30/31 January at their King's Lynn base. Full details can be found on their website at <https://angliacarauctions.co.uk>

► David Lefley has been in touch to say he has items left over from clearing his premises that he's now looking for a new home for. New rear bumpers for Montego estate, Montego saloon and rubber bumpers for MGB/MG B GT, also rear. Collect from Whaplode, FOC. Ring Joy on 01775 723856 if you're interested.

## HOW MY MIND WORKS' QUIZ ANSWERS (page 3)

11. Driveshaft
12. Metro 6R4
13. Estate
14. Differential
15. MG Marenne
16. Fan Housing
17. Reverse Gear
18. Ford Anglia
19. Choke Cable
20. Final Drive

1. Singer Chamois
2. Quarterlight
3. Sunbeam Rapier
4. Bellhousing
5. Vauxhall Cresta
6. Triumph Dolomite
7. Clutch Plate
8. Hillman Avenger
9. Bulkheads
10. Talbot