

### Events

MORE INFORMATION AT [www.seeccc.co.uk/events](http://www.seeccc.co.uk/events)

**Due to Covid-19, our June events have all been cancelled or postponed. Sadly, this includes our ANNUAL CLASSIC CAR RUN which will now take place, all being well, on Sunday 6 June 2021. Please keep an eye on the website for any further news.**

In the meantime if you are out in your classic post-lockdown (two of you were spotted in Holbeach already on Saturday...) and want to drop me a picture, please email them to [seeccc@btinternet.com](mailto:seeccc@btinternet.com). Subject to space I'll try to include them next month. What more of a reason do you need to get the wheels turning again?

Adrian

### CHAIR-MANN'S CHATTER

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

*First I Was Afraid, I Was Petrified...* my reaction to my NHS letter confirming I had to shield or be shielded (I'm never sure who's doing what!), *Staying Alive* is paramount but *Standing By Your Man* is not really allowed!



*When Will I See You Again* became the subject of any discussion and someone should have told me that attempting video calls via computer is really enhanced if you do actually have a webcam!! Doh!

**For me** - *The Sound of Silence, A Little Less Conversation, A Million Love Songs* float through my mind. *Imagine*, when will we be *Back For Good*? I want us to be *Shiny, Happy People; I Want To Hold Your Hand* and welcome you back to one of our SEECCC events!

**For Nigel** – *What's Going On? ..... Don't Drive My Car!*

You can conclude from the above I obviously have too much time on my hands. On a more serious note, I hope that you are all fit and well and looking forward to a little more freedom. I suspect it will be Autumn before we get the green light to return to any kind of socialising and only if Test and Trace does the trick. *Could It Be Magic?* Let's hope so.

Finally, my thanks to all who have contributed to our newsletters, it's been a big help. Stay safe, stay sane and stay in touch,

Joy



This SEECCC Newsletter is edited by Adrian Cunnington — [acunnington@seeccc.co.uk](mailto:acunnington@seeccc.co.uk) ☎ 01406 364795

Find us on Facebook at Spalding & East Elloe Classic Car Club and Twitter @spaldingclassic

Spalding & East Elloe Classic Car Club — a specialist section of East Elloe Motor Club Ltd — [www.seeccc.co.uk](http://www.seeccc.co.uk)  
Registered office: 33 Grange Drive, Spalding, Lincolnshire. PE11 2DX. A company limited by guarantee, registered in England No 1874444

## Bryan Cunningham

It is with much regret that we notify you of the recent loss of Bryan who died on 16 May at the age of 81.

Bryan was a member of this Club since its inception in 2008, owning various Triumph TRs (including his TR5, pictured below at Bourne Show) and BMWs. Although ill health in recent years limited his ability to drive, he was still seen regularly on Club events and trips in the passenger seat alongside Judy. Back in the day, Bryan had owned a Morgan 4/4, various Austin Healeys and a Sunbeam Tiger to name a few.



Our thoughts are with Judy, daughter Nicola and son James and their families at this sad time.

### SNIPPETS

#### A1 FOOTAGE FROM YESTERYEAR

Many thanks to **Warwick Banks** who has discovered some [YouTube](#) footage of the A1 filmed in 1939. He says 'It's just as I remember it in the late 1940s and 50s! Tailgaters then as now!

There is quite a bit more on the YouTube link worth looking at.

In particular, the section through Stamford is a real eye opener'

Here are the details and the link. Cut and paste the latter into your browser if it won't link direct from your newsletter.

*Great North Road, and later, A1 in August 1939 - A superb amateur home movie in colour from August 1939, a record of a trip north from London along the A1.*



<https://www.youtube.com/watch?v=D0tR9mAV8A&feature=youtu.be&fbclid=IwAR1QCHIGRSwMYfJWE8j2nOdg1--zjwJDkuik8ak8y7HYTeyHQfEIDWiX204>

\*\*\*

#### MOTORSPORT RESUMPTION?

**Motorsport UK** has announced that in anticipation of motorsport restarting in the UK from 4th July, it is inviting online permit applications from 1st June 2020.

Motorsport is currently suspended throughout the UK until **30th June 2020**. Following ongoing positive dialogue with the Department for Culture, Media and Sport and having set out its strategy and anticipated conditions for restarting motorsport disciplines, the governing body is now moving to its next phase of getting the sport back on track. Further details will be communicated following the next Motorsport UK Board meeting of 3rd June.

Any resumption of motorsport is contingent on event organisers demonstrating that they can plan in accordance with the recently published, "Getting Back on Track" guidelines of Motorsport UK, while respecting government guidance on social distancing. More at [www.motorsportuk.org](http://www.motorsportuk.org)

\*\*\*

#### AND FINALLY...

Q: What is the last thing that goes through a fly's mind before it [annoyingly] hits the windscreen of your classic car?

A: Its backside.

*Thanks to Nigel Baker, who spotted this article in the Mail Online in April:*

**Catching criminals in style: A classic Ferrari 250 GTE Series II, used by the Polizia for high-speed chases in the 1960s, is for sale. It's arguably the rarest and most-elegant cop car of all time...**

Arguably the rarest, most-elegant and coolest police car of all time is now up for sale. The 1962 Ferrari 250 GTE Series II, one of two used by the Italian Polizia in the 1960s, has been made available to well-heeled collectors who can afford to splash out around seven figures on an iconic cop car.

In an intriguing history, the 250 spend six years in service chasing criminals through the streets of Rome, making it the most stylish paddy wagon to have patrolled the roads. The car has been listed for sale for an undisclosed fee by vintage car dealer Girardo & Co based in Milan.

How much is it being offered for? Unless you have the funds readily available, the classic car collector won't reveal the fee. To put the value into perspective, auctions by famed houses RM Sotheby's and Bonhams in the last three years have seen examples of the 250 GTE Series II from the same year swap hands for sums of around half a million euros.

With this particular car being of iconic status and rarity, we can only imagine the purchase figure will dwarf these previous prices paid. What makes chassis #3999 more valuable is that its sister car was written off within weeks of it being put into service by the Polizia.

This 250 GTE stood alone as the heart and soul of the force for the next six years, earning it iconic status among servicemen, the public and criminals alike. And since that service, despite a 250 GTE Series II being a highly coveted car, its owners have kept the Ferrari in its original police car state.





1	26 = L of the A	LETTERS OF THE ALPHABET
2	100 = P in a P	PENNIES IN A POUND
3	7 = W of the W	WONDERS OF THE WORLD
4	39 = B in the OT	BOOKS IN THE OLD TESTAMENT
5	4 = S of the Y	SEASONS OF THE YEAR
6	13 = BD	BAKERS DOZEN
7	54 = C in a D (with J's)	CARDS IN A DECK (WITH JOKERS)
8	366 = D in a LY	DAYS IN A LEAP YEAR
9	12 = S of the Z	SIGNS OF THE ZODIAC
10	9 = P in the SS	PLANETS IN THE SOLAR SYSTEM
11	240 = OP in a P	OLD PENNIES IN A POUND
12	20 = FO in a P	FLUID OUNCES IN A PINT
13	13 = S on the AF	STRIPEs ON THE AMERICAN FLAG
14	1953 = CY	CORONATION YEAR
15	32 = DF at which WF	DEGREES FAHRENHEIT AT WHICH WATER FREEZES
16	18 = H on a GC	HOLES ON A GOLF COURSE
17	1215 = D of the MC	DATE OF THE MAGNA CARTA
18	90 = D in a RA	DEGREES IN A RIGHT ANGLE
19	6* = W of H the E	WIVES OF HENRY THE EIGHTH
20	200 = P for PG in M	POUNDS FOR PASSING GO IN MONOPOLY
21	454 = G to a P	GRAMS TO A POUND
22	7 = S on a FPP	SIDES ON A FIFTY PENCE PIECE
23	3 = BM (SHTR)	BLIND MICE (SEE HOW THEY RUN)
24	180 = MTDS	MAX THREE DART SCORE
25	4 = Q in a G	QUARTS IN A GALLON
26	18 = VA	VOTING AGE
27	3 = F in a Y	FEET IN A YARD
28	24 = H in a D	HOURS IN A DAY
29	640 = A in a SM	ACRES IN A SQUARE MILE
30	12 = D of C	DAYS OF CHRISTMAS
31	4 = F on the H	FINGERS ON THE HAND
32	24 = H from T	HOURS FROM TULSA
33	57 = HV	HEINZ VARIETIES
34	11 = P in a FT	PLAYERS IN A FOOTBALL TEAM
35	2001 = a SO	A SPACE ODDYSEY
36	29 = D in F in a LY	DAYS IN FEBRUARY IN A LEAP YEAR
37	64 = S on a DB	SQUARES ON A DRAUGHT BOARD
38	88 = TFL	TWO FAT LADIES
39	40 = D and N of the GF	DAYS AND NIGHTS OF THE GREAT FLOOD
40	1066 = B of H	BATTLE OF HASTINGS
41	76 = T in the BP	TROMBONES IN THE BIG PARADE
42	2 = W in a F	WEEKS IN A FORTNIGHT
43	3 = S of a T	SIDES OF A TRIANGLE
44	7 = B for SB	BRIDES FOR SEVEN BROTHERS
45	7 = C of the W	CONTINENTS OF THE WORLD
46	24 = B (B in a P)	BLACKBIRDS (BAKED IN A PIE)
47	1001 = AN	ARABIAN NIGHTS
48	9 = L of a C	LIVES OF A CAT
49	20000 = L under the S	LEAGUES UNDER THE SEA
50	21 = K of the D	KEY OF THE DOOR

\*apologies there was a typo on clue 19; it said 8 but should have said 6

## **INTIMATE KNOWLEDGE: *Building the beast* – part 2 in a series by Neil Jervis**

Having placed the order for my kit in January, my first consignment arrived on the 1<sup>st</sup> of April; an auspicious date to start a project...

It was a challenge getting all the bits out of the Transit but with the help of neighbours and my pet “lifting giraffe” (see part 1), we emptied the van and spread its contents onto the garage, kitchen and lounge floors. This was hardly an ideal storage solution and so, bright and early the next day, I was to be found sitting in the garage trying to work out what was in which box, and what was needed now, soon, and much later. I recognised the big bits such as the engine, gearbox and back axle but many of the smaller items were a complete mystery. Thankfully the packing list, a Haynes manual, and photos from the Suffolk Sports cars website allowed me to identify the parts I needed.

The actual build was straightforward. The thin but perfectly acceptable build manual allowed me to work at my own pace and I quickly found a way of marking up my build manual to ensure I did not miss a step, vital when dealing with the inevitable instruction, “repeat this sequence for the driver’s side of the car”. I followed the suggested logical sequence of suspension, brakes, steering before connecting the engine and gearbox and slinging it into the car. I learnt a number of skills, from the internet, on the way, such as wire locking, and despite only having a workmate I was able to make the various brackets which my way of doing things dictated that I needed to build.

Although there was lots of telephone support from the guys in the Suffolk Sportscars workshop, building a car in Belgium was a challenge. This became apparent when the local motor factor would not sell me a 4-litre bottle of brake fluid telling me in French and English, “not for you Monsieur, this is for a car engineer”. Taken aback, I realised that the Belgians do not have a home mechanic culture. A main dealer looks after your car until the warranty expires and then the village mechanic maintains your car so long as he can get hold of the type approval parts. My local motor factor never accepted the fact that I was building a car in my garage because as far as he was concerned this was just not possible (in Belgium). Ultimately, I got by because I had access to the internet and the big Halfords at Lakeside in Essex.



By the middle of the summer, the chassis, brakes, steering, and suspension were complete and the engine and gearbox were in.

We now had to make the most difficult decision, the colour scheme! With only limited French I had decided that I wanted to get the body painted before delivery, but Sue and I had not thought much about the colour. We had seen a number of options in the workshop but did not like White, Red or British Racing Green. In the end, we decided to copy an original SS100 we had seen in Germany and went for

Indigo Blue with silver painted wheels which allowed us to order the wheels, body and electrical bits.

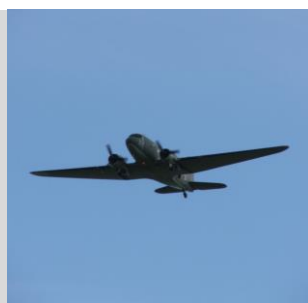
The wheels and tyres arrived from MWS quickly, which then gave us a nice break over the summer waiting for the body to arrive...

*Next time: The romp home*



# 'MAGNIFICENT MEN' AEROPLANE QUIZ

by Patrick Limming



A



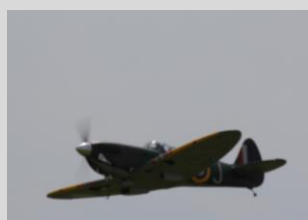
B



C



D



E



F



G



H



J



K



L



M

You will remember that Patrick didn't want us to say what they were – he just wanted us to identify which planes were real and which ones were models. Here's the answers:

A. Real  
B. Model  
C. Real  
D. Model

E. Model  
F. Real  
G. Real  
H. Model

J. Model  
K. Real  
L. Model  
M. Real

## MAKES & MODELS TEASERS

### Last month's answers

Mr. Powers [Austin](#)  
Boris' ex [Marina](#)  
Sounds like rocker Suzi [Quattro](#)  
Samsung's chocolate phone [Galaxy](#)  
Rod's ex, Rachel [Hunter](#)  
Pharmaceutical giant, [Astra](#) Zeneca  
Minnie the [Minx](#)  
Kinky, fast girl [Lola](#)  
Tierra del [Fuego](#)  
Fancy a chukka? [Polo](#)  
Donald's hydroplane [Bluebird](#)

Frothy coffee [Cappuccino](#)  
Mr. Meldrew [Victor](#)  
Sounds like an older woman seeking  
much younger man [Kuga](#)  
Bossa [Nova](#)  
Christmas angels [Herald](#)  
At a brisk speed (in music) [Allegro](#)  
Spanish painter [Picasso](#)  
£25 [Pony](#)  
Brother to Barry, Andy and Maurice  
[Robin](#)

## **MAKES & MODELS TEASERS 3**

### **- this time for a prize!**

**WIN breakfast for two at our next Brunch meet, hopefully later this year!**

Send your answers to [jmann@seeccc.co.uk](mailto:jmann@seeccc.co.uk) by Sunday 28 June

1. <b>Yabba Dabba Do pet</b>	11. <b>Jesus wants me for this</b>
2. <b>Footwear fetish-er</b>	12. <b>Between Hessle &amp; Barton</b>
3. <b>White City shopping</b>	13. <b>? C A</b>
4. <b>Golden Shot girl</b>	14. <b>Poncho required</b>
5. <b>----smith</b>	15. <b>Tim, Rog &amp; Dan have this in common</b>
6. <b>Oundle's hotel</b>	16. <b>Big, stripy Vespa</b>
7. <b>----- Pants</b>	17. <b>Hotel California</b>
8. <b>Alexandra's daughter</b>	18. <b>Used to be in Avon</b>
9. <b>Jamaican bay</b>	19. <b>Italian F1</b>
10. <b>UK dosh</b>	20. <b>Radio Rentals or -----?</b>

## **THE LOTUS EFFECT**

I thought you may all be so desperate for something to read that you may even tolerate my ramblings! I'm sure many of you know I have a passing interest in Lotus cars; but how did it all start?

Well, the earliest recorded incident is when I came across these two Elans at (I think) Silverstone, when I was about 12 years old, probably when dad took me to see practice for the Grand Prix. I used to skive off school for the day and that would be as near as we got to a holiday! To me they were just so advanced compared to the norm for the time; just look at the other cars in the photo to see what I mean! The seed was obviously sown at this point, but it wasn't until 1976, when a friend turned up to a party in his newly acquired Elan Sprint DHC, that it germinated.



Needless to say, every bloke at the party wanted a ride in it and when it came to my turn I was just blown away. I was running a Mini Cooper 'S' Mk3 at the time and the Elan made it seem like a Model T Ford! Not only was it fast: 0-60 in under 7 seconds was quite something back then, but it just rode so well and the way it went around corners was mesmerising. I knew before the ride had ended that I had to have one; I didn't know how I was going to pay for it, (both grannies were already dead, so I couldn't sell one of them!) but there was no other choice. There followed a lot of overtime and a pretty parsimonious lifestyle and eventually I had scraped together enough cash. Luckily the 'S' had gone up in value, so I managed to sell that for £1,000; £200 more than I had paid for it. I scoured the ads and eventually found a car in Oxford that was within my £1,300 budget. I travelled over on the Sunday and the owner, a medical student, was involved in a game of cricket. We negotiated in

between his fielding duties and I became the owner of a less-than-pristine 1971 Elan Sprint DHC.

I was the archetypal second hand Lotus owner: I had scraped enough together to buy the car, but couldn't really afford to run it. I will admit there were reliability issues, but most of these were down to my penny-pinching maintenance.

The next two years were spent getting the car into shape, as and when funds allowed, whilst enjoying all the attributes that have made the Elan a legend. Eventually I decided I needed a more practical car and so the Elan made way for a new RS2000. I over doubled my money on the Elan, so even with what I had spent on it I had two years of practically free motoring.



The RS fulfilled its role admirably: reliable everyday transport, capable rally car and lots of sideways fun; but it wasn't a Lotus! After 18 months I started hankering after an Esprit, and a chance conversation with a salesman put me on to an immaculate 2 year old S2, with just 2,147 miles on the clock. The guy selling it was in his 70's and was only parting with it because he had had a hip replacement. A deal was done and there followed 2 years of reliable, fun filled motoring. I had now learned that if you want reliable Lotus motoring you need to service them properly!

I was quite content with the S2 until I arranged an EEMC trip to the Lotus factory. As I had been around the factory fairly recently I stayed in the office and got talking to the European sales director. He asked if I had tried the new S3 Esprit, which I hadn't, so he kindly took me around the Lotus test track in one. I was that impressed that I commented that I couldn't see why anyone would need the Turbo version. This comment proved to be pivotal, as 30 minutes later I was sitting next to the legendary Roger Becker in their Turbo development hack.

Roger is famous for taking over stunt driving duties on the Bond film 'The Spy Who Loved Me', when the film's official hiring couldn't make the car perform as the director wanted. What a memorable experience! Roger obviously knew how to drive right on the limit, but he was also a showman, so on the first lap we approached the daunting 'Windsock Corner' at about 120mph, braked to about 100mph and went through it with more lateral G than I had ever experienced before. However, on the next lap we approached at the same speed, but this time there was no reduction in speed; just a perfect 120mph four-wheel-drift, perfectly balanced with throttle and steering! What a driver! What a car!



Suddenly my S2 didn't seem so great anymore and the hunt was on for a Turbo. There weren't many used ones about, but luckily Norfolk Motor Company in Norwich came up trumps with a very rare (Only 24 made; makes a Ferrari GTO seem common!) Essex version: number 12. I loved that car. Very fast, very comfortable and stunning to look at. It really broke my heart to part with this one, but married life was on the horizon and it seemed crazy to have half a house worth of car in the garage and a huge

mortgage; so after just 18 fabulous months she had to go, but what a memorable 18 months they were. Holland to Germany; 350 miles in just over 200 minutes was one trip that stands out; there were many more. Oh, those Gatso free days...!

Well, I think I have bored you enough. For anyone still awake, well done! That has taken us half way through my Lotus journey. I am sure Adrian will have more interesting stuff for the rest of the newsletter, but if you do want 'episode 2', I will continue next month.

*Patrick Limming*