

spalding classic car club and east elloe

No 163 January 2022

HAPPY NEW YEAR

Forthcoming events

Tuesday 11 January

QUIZ NIGHT

New Year fun event with just a few light-hearted teasers to get the brains whirring after all that festive fog. A mix of topics too that will hopefully appeal to all. **Tim and Karen Davies** have kindly stepped into the breach and welcome teams of 2, 3 or 4. Join us at Cley Hall Hotel from around 7.30 to kick-off at 8.00 pm. £3 per person, all proceeds to Motor Neurone Disease Association.

TO ALLOW US TO LIAISE WITH THE VENUE ON NUMBERS, PLEASE LET US KNOW IN ADVANCE IF YOU PLAN TO ATTEND – JUST A SIMPLE EMAIL TO JOY at jmann@seeccc.co.uk WILL SUFFICE.

Chair-Mann's CHATTER

Joy Mann jmann@seeccc.co.uk

Most important bit first... "Happy New Year!"

I have decided that 2022 will be a fuss-free year – I intend dispensing with fripperies and trivia. I will not fret nor sweat the small stuff... Whatever that means?! So, here goes...

2021 whizzed by in a blur of optimism, pessimism, confusion and then clarity. Eventually, we were "allowed" to organise several events and our thanks must go to all those involved in pulling together to make the SEECCC calendar so enjoyable. Thank you also to all those members who supported us in our quest to get everyone out and about and back to some sort of normality; we've received a lot of great, positive feedback.

We rounded off the year with a jolly Christmas lunch for 57 at The Robin Hood and Little John in Aslackby and they looked after us admirably. My thanks to Jean Treversh for keeping me on the straight and narrow and organising everyone's menu choices.

The 2022 event line-up is well underway (please see the draft opposite) with more than 20 outings, drives, visits, speakers and shows already in the pipeline.

For the first of these, it would be really useful if you could email me at jmann@seeccc.co.uk if you intend coming along to Tim and Karen Davies' quiz evening on January 11th as an idea of numbers is pretty essential at the moment to determine whether/how it goes ahead.



SEECCC Newsletter is edited by Adrian Cunnington — acunnington@seeccc.co.uk ☎ 01406 364795

Find us on  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
Registered office: 33 Grange Drive, Spalding, Lincs. PE11 2DX. Company limited by guarantee, reg in England No 1874444

Back by popular demand and another event that requires an early response is the Team Overson 3 nights return trip on September 25th-28th to Headlam Hall Hotel. If you're interested in taking part, or require further details, please let Jenny and Trevor know asap via email to jenniferoverson@tiscali.co.uk. There's more info about the hotel at www.headlamhall.co.uk

Also East Elloe Motor Club will be 50 this year, so we'll definitely be celebrating our founding club's golden anniversary and would love to hear of ideas or suggestions for the planned gathering on Sunday 3rd July.

Finally, a couple of things I've been mulling over for a while now: Why is there no 'n' in restaurateur? And... what does our occasional table do the rest of the time? AAAAGGGHHHH – blimey! Gone off-piste already! New Year resolutions are rubbish!

All the best to you and yours for 2022!

Joy

2022 DRAFT CALENDAR

Month	Date	Event	Organiser	Venue
Jan	11	Clubnight Quiz	T & K Davies	Cley Hall Hotel
Feb	8	Fish & Chip Supper	N & J Mann	TBA
Mar	8	Talk by Colin Young, Auctioneer	N & J Mann	Cley Hall Hotel
	12	Classic Team Lotus Visit	P Limming	Hethel, Norfolk
	29	AGM	Committee	Cley Hall Hotel
Apr	10	Visit to Great British Car Journey	T & J Overson	Belper, Derbyshire
	24	Drive it Day Run	S Saunders/L Bollons	TBA
May	10	Clubnight Run	C & C Cornish	TBA
	29	The Trundle: Finding the Fens	S LeSage	TBA
Jun	1	SUBS DUE!!		
	12	Annual Run	A & J Aistrup	TBA
	26	King's Lynn 44 th Annual Classic Car Run	KLDMC	TBA
Jul	3	Club's 50 th Anniversary Celebrations	Committee	St Lambert's, Weston
	12/19?	TBA	P & J Pollard	TBA
	24	Holbeach Classic & Modified Car Show	N & J Mann	Holbeach!
Aug	9	Clubnight Run	A & C Cunnington	TBA
	14	Boston Classic Car Show	N & J Mann	Hubbert's Bridge
	23	Clubnight?	Organiser required	
Sep	3	Sleaford Show	A Aistrup	Sleaford
	10	Railway Shed Tour & Holt Shopping	N & P Williams	North Norfolk
	25-28	Autumn Trip	T & J Overson	County Durham
Oct	11	Clubnight talk: David Hyatt, Classic Hangar	S LeSage	Cley Hall Hotel
	23	Run to Sunday Lunch	P & J Treversh	TBA
Nov	15	Clubnight talk: Holt Myers on Leverton's	P Limming	Cley Hall Hotel
	27	Sunday Brunch Meet	A & C Cunnington	TBA
Dec	11	Christmas Lunch	N & J Mann	TBA

It's a draft, so subject to change.

SNIPPETS

SEEECC CHARITY CASH 2021 – WELL DONE ALL!

Thank you

Spalding & East Elloe Classic Car Club

Thank you for raising

£2054.00

Kate Lee

Kate Lee
Chief Executive

**You are amazing.
You are priceless.
You are extraordinary.**

Alzheimer's Society operates in England, Wales and Northern Ireland. Registered Charity No. 294645.



- Purchased as one of a pair from Dutton Forshaw (Blackburn) in 1979
- Never registered. The owner's wife used the sister car as her daily driver
- Supplied with its original Bill of Sale; £2,624.26 dated 16/06/1979
- Still with its original tool kit, jack, radio fitting kit, keys, plastic covers etc.
- Never appears to have been covered over so lots of dust, but otherwise looks great

Warwick says: 'At first glance this seems a better bet than having the money in the bank! Or was it? The car was bought in 1979 for just £2,600. But that's the equivalent today of £13,000 and it sold for just a £5000 increase (less auction fees) after a mere 42 years! So perhaps not?'

CLASSIC TEAM LOTUS TRIP REMINDER

As mentioned in last month's newsletter, Patrick Limming is having another go at rearranging our twice-postponed trip around Classic Team Lotus over at Hethel in Norfolk. He has provisionally booked a visit for **Saturday March 12th** at 2.30pm.

MIDGET SOLD FOR £18315!



Thanks to Warwick Banks who sent a clip reporting the recent sale of this 1979 MG Midget with just 44 miles on the clock!

- Late-production 1493cc Midget in gloss black with a black interior



Ideally, we need about 15 members willing to venture east so we can have our own private tour. Cost looks like being around £50 per head, but we will get a more definite price when we know accurate numbers. Expressions of interest at this stage please by email to Patrick at limmipatri@aol.com.

PRESIDENT'S PUTTERINGS

Well, that's another year gone, and track activity has been a bit on and off for **Oldershaw Motorsport**. We started the year with a Lola 290 with a box-fresh Gathercole FVC engine and high hopes as the car is extremely quick after Nigel Rees (suspension and set up guru) had sorted the handling.

We went to Donington Park in early spring for a shakedown test, but the motorsport gods were not happy, and Robert did one lap then trundled back into the pit with a dead engine. For reasons I won't go into here we were unable to sort the engine until early autumn, so Lola has been spread all over the garage for most of the year. But thankfully the engine is now back in health and refitted where it should be, so hopefully in 2022, we will be out with it once more.



Well, with no Lola to play with and too much time on my hands, I espied this car below... It is one of the three Patrick Motors cars built by Martin Thomas and raced in GP 1.5 back in 1980/1. It was driven in period by Martin, Win Percy and Brian Muir. It was leading the TT at Silverstone and beating the TWR Jaguars when they managed to run it out of fuel!

It had been mothballed at Martin Thomas's premises since the early eighties when he decided to recommission it. So it has a brand-new FIA roll cage and all new safety kit; the engine has been rebuilt and everything generally tarted up.



Mr Thomas was keen to sell but he wanted someone to buy it who he could help and attend meetings with. Despite being 82, he still wanted to see the car doing well. This was a big plus to us and, on that basis, we agreed to buy it.

We went testing at Donington Park with Martin and his young protégé Tom, who had done a lot of the work on the car, along with us. The car seemed alright but there were a few niggles which was only to be expected. But the worst thing was that it was over-gearred and slow. The Capris, which were our main competitor, were several seconds faster which was a bit puzzling.

Our first race was at DP and it didn't go well. With no time to change the diff, Robert wasn't getting out of 3rd!!!! Then, to add insult to injury, a near side front puncture deposited car and driver in the kitty litter at Redgate corner, so that was game over.

Next we were at Thruxton, which always seems several thousand miles from Weston, so we had a really early start to be down there for 8am. Qualifying seemed to go OK but, as the car was passing the pits, we could see a small amount of blue smoke from the rear of the car. This turned out to be a failed wheel bearing and despite mine and Gordon's best efforts, we could not repair it for two reasons:

A. We didn't have a wheel bearing

B. We couldn't get the outer race out of the hub even if we had one.

We now have a bearing and a puller! But, once again, it was game over and the team and I were seriously wondering if we should take up chess...

After this, these troubles all paled into insignificance as I had a conversation with Martin when he told me he was ill and going into hospital (but if I wanted anything to ring him). Unfortunately, that was not to be, as a few days later we were informed he had died. Go to www.tinyurl.com/45sf229c to watch the great man in action.



Before the next race, which was the Silverstone Classic, we managed to get the diff changed for a lower one, so were a little more optimistic. Dry qualifying meant we were 35th OA out of a field of 54 and 4th in class. Please bear in mind that there are some seriously quick cars out there, from Sierra Cosworths and BMW M3s to considerably more developed Group A and Group 2 Rovers. We went home that evening reasonably satisfied but awoke the next morning to a wet day and seriously bad

conditions. The quick cars are allowed wet tyres and slick tyres but for our class we run the same tyre all the time. We moved up from 35th to 27th but were still 4th in class. Best lap was a 2:52.496. So, for the first time for three years, we had achieved a finish, the car was in one piece and Rob had had a good race with Oliver Bryant in their Camaro which was far quicker down the straights but not quite so good through the bends!!

Last race of the year for us was going to be back to Silverstone on the same circuit as previously. Before this, the car had been on Northampton Motorsports rolling road, a highly professional outfit; I would recommend them. We suspected we were down on power and this proved to be the case - by about 40 hp!! We had also had the car measured and weighed by Nigel Rees and he had made some recommendations to improve our handling. Unfortunately, we didn't have enough time to change the car but his suggestions for tyre pressures proved helpful.

So, we went to Silverstone with slightly better hopes and they were not unfounded. But again, a wet qualifying resulted in 16th of 27 cars and a best time of 3:08.714. For the race, it was damp with a drying track but tricky, so we were delighted to move up to 10th overall and to win the class with a best lap time of 2:38.714. Again, we were racing Oliver Bryant and his dad in the Camaro and once more we managed to beat them although, on the drying track, the Camaro with Oliver at the wheel had the legs on the Rover.

Things we have learnt:

- Our car is overweight by about 55kg, so a diet has started!
- We need an accurate speedo as we lost several seconds in our pit stop by going too slowly.
- Nigel Rees' suspension mods will hopefully bring further gains so would like to think that the last race is not a one off.



Finally, a big thank you to Gordon England for all his help (and the pictures) and also to Barry Aistrup and Nigel Mann for their invaluable assistance through the year.

Robert Oldershaw