

spalding classic car club

and east elloe news

www.spaldingclassiccars.co.uk

No 8: January 2009

January Club Night: Classics Quiz

The club night this month will be a not-too-serious quiz organised by Adrian Cunnington. It will be suitable for all abilities.

At Whaplode Manor, 8.00 for 8.15 pm start. £2 entry. Further info from Adrian on 01775 761520.

Forthcoming events: 2009

Date	Event	Venue/organiser
Tue 13 Jan	Classics quiz	Whaplode Manor (Adrian Cunnington)
Tue 27 Jan	Committee meeting	Whaplode Manor 8.15pm
Tue 10 Feb	Talk	By Chris Chandler ex Aston Martin (Nigel & Joy Mann)
Tue 10 Mar	Visit	To Contour Autocraft (Ian Stancer)
Tue 14 Apr	Pub night	A trip out to a hostelry (Brian Gilham)
Sat 25 Apr/ Sun 26 Apr	Baytree weekend	Club display at the Weston garden centre (Committee)
Tue 12 May	BBQ & gliding	At Postland (Nigel & Joy Mann)
Sun 17 May	Historic rally	Competitive event (Adrian Cunnington)
Sun 19 Jul	Kings Lynn MC Classic Car Run	Date for your diary (I & A Cunnington)
Sun 06 Sep	EEMC/SEECCC Classic Car Run	Date for your diary (Alan Lyon)

If you have any suggestions for events, please give Adrian Cunnington a call on 01775 761520 or email acunnington@eemc.co.uk. The Committee will aim to complete the programme at their next meeting.

East Elloe Motor Club

Our AGM was held in December and Adrian's report as SEECCC co-ordinator appears elsewhere. More information also appears in this month's **Romer** newsletter.

EEMC are involved with two navigational rallies over at Kings Lynn this month including a **novice and beginners rally** on 21 January. Contact Dave Pollard (01366 383860) for more.

Annual General Meeting Co-ordinator's report: 2008

This was the inaugural year of the classic car section of EEMC. We took the idea of **Spalding & East Elloe Classic Car Club** – first floated at the AGM a year ago – to an invitational meeting held at Whaplode Manor back in May, and were rather overwhelmed by the response. Over 90 people attended the evening with almost 40 classic cars filling the car park at the Manor, and so it was decided to go ahead with the launch of the section.

An Evening Classic Car Run was the first true SEECCC event in June and was well supported. This was followed by a pub night in July, a treasure hunt in August and our major annual EEMC Classic Car Run in September.

Also in September, the Club attended the Sleaford Classics Show and took the award for the best Club stand – an excellent result for our first appearance! Thanks to all involved.

A visit to Roman Garage was the fare in October, with a talk by Jeremy Satherley a particular highlight at another, very well attended, evening in November.

Thanks are due to the SEECCC Committee which has met every two months, dovetailing with the main Committee, for their support in sustaining a strong programme of events for our members to attend. Thanks, in particular, to Joy Mann who has kindly taken on the secretarial duties for SEECCC.

It would be wrong to give the impression that everything has gone smoothly. There were some problems, especially with membership applications and subscriptions. Some of these arose from a breakdown of the system we had in place for capturing information at the May event: we simply ran out of forms and some enquiries got missed. Another source of confusion was the fixed EEMC January - December subscription year which some people had difficulty with. This was outlined at the inaugural



event, but others who joined later perhaps didn't get an adequate explanation (see *The Romer*). The plan with SEECCC has always been for everyone to have an opportunity to enjoy classic motoring so please accept our apologies if this aim has been soured by any of these misunderstandings. If any issues remain, please let me know and I will do my best to sort them out.

For 2009, the sub-Committee has put together an initial programme of events for the first half of the year (see above). Some of these events can be organised by individuals, but others — notably the promotional event and the historic rally — will need organising teams and additional help, so please volunteer if you are able to do so. We also need venues — car parks, yards or private roads of concrete/tarmac — for the historic event for special tests (many thanks to those who have already approached me about this).

Suggestions of further events for the latter half of the year are also invited, although I understand Alan already has the date of September 6th inked in for the Annual Classic Car Run.

Finally, my thanks to everyone who has supported SEECCC in any way in its inaugural year; your efforts are greatly appreciated.

Adrian Cunnington, SEECCC Co-ordinator

My Classic Story — Jeremy Satherley In Support of the Working Classic

The paint's oxidised, scabby, looks as if it's been touched up with a distemper brush, and the front seats are horrible. But it's exactly what I wanted.

Having recently retired from the daily Grand Prix commute to Peterborough, mixing it with the usual press-on types in Subarus, Lagunas and Audi A4s scorching through Holbeach Drove and Shepeau Stow about 30 mph above the speed limit and on the return journey trailing the rest of 'em, women included, touching 90 on the last straight into Holbeach St Johns as if it were their last day on earth, I decided conditions were right to ditch the Fiesta and run a classic as a daily driver, instead of just sunny days, weekends and shows. In other words, what was good enough for Mike Jakeman and David Shepherd — and probably one or two other members I haven't met yet — was good enough for me.

As a sedate, non-competitive being who can't even fit into a sports car properly, my choice had to be a saloon. What's more, it would have to stand outside, tucked deferentially into one corner of a small car space so my 22-year-old son could hog the rest of it with his Corsa. It would have to be simple to maintain, something I could inflict on Mike Jakeman if I loused things up, have enough reasonable performance to keep just ahead of White Van Man between Holbeach and 'oop Sutton', and sport a dash of wood, leather and plenty of chrome. The solution seemed to be a Wolseley 1500 in essentially reliable and structurally sound condition, but not too immaculate and thus able to sustain exposure to weather, bird droppings, cat's paws, falling Guy Fawkes rockets and step granddaughters pushing past with careless bike handlebars without my having a concours tantrum.

Normally the ideal car is always advertised in Cornwall or Ross and Cromarty, but the internet revealed just what I wanted in Eagle — a place I'd never heard of, but not too far away near Lincoln. Interestingly it was a very early model, registered in August '57 just before my 9th birthday, still happily with its YYB original number (not that anyone in the past half-century west of the Red Sea would have been interested in the plate for their initials), and had the very Fifties two-tone interior trim that I liked. The car was already used to standing out in the elements, as the elderly vendor lived in a garage-less council house (of the type Lincolnshire excels in building in the middle of nowhere) and was only selling it because he couldn't get his new wheelchair into the boot. It was raining on the journey home and although worn-out wiper blades made me wish for automatic pilot, I was amazed and relieved to note that the screens didn't leak after a wretched



experience with a Series III Oxford 15 years ago, which shipped water like



the Titanic even after the rubbers were replaced.

Appraising things six weeks down the line, I'm satisfied I got what I paid for so far. The good old B-series BMC unit fires up straight away, shows 50+ oil pressure all the time, brakes are fine, the gearbox is a delight and doesn't even grate into second, and the crowning glory is that wonderfully responsive rack-and-pinion steering just like the Minor's. What a contrast to my other car, a '52 Wolseley 6/80, where the vague, low-g geared heavy steering makes manoeuvring feel like turning a ship round to dock at Port Sutton Bridge. Mind you, the 6/80 still scores on top-gear flexibility, looks and that wonderful exhaust note...

Bodily, and unlike that nice MGC a fellow Holbeach member keeps in the luxury of a brick garage adjoining his office, the 1500 is as far removed from concours as I am from winning Mr Universe. The most obvious item for attention has been the paintwork. Red shades are something you neglect at your peril and the 1500's maroon colour having dulled considerably, I attacked it with every concoction I had, Meguiar's expensive *Scratch X* compound having been utterly defeated by the state of the roof. Using brute rubbing force with two hands, most of it has come up at least a bit better than when I started, but there are various places where the paint has become so brittle that it's flaked off, plus additional blemishes that I will attend to as part of my *al fresco* titivating when the bloomin' weather lets up. But the chrome is fairly good and even now, from a distance of 100 yards, 'it don't look 'arf bad, loike'. Underneath, I'm pleased to say, the car has been absolutely plastered with a thick gunge of waxy oil.

It's as well that, as a 'Baby Boomer', I was raised in houses where ice formed on the inside of the bedroom windows, green-enamel Aladdin stoves (fed by paraffin from Christian & Dobbs) warmed the cockles of our frozen hearts, and that the first 12 years of my motoring career were spent in cars with single-speed wipers, unheated rear windows fogging up at every opportunity, feeble demisting and mediocre headlamp beams. Because that's exactly what I'm reliving now and what anyone used to the cossetings of a modern car would find as the biggest culture shock, were they to try regular winter motoring in a Fifties classic. I tried *Rain-X* anti-fog fluid on the windows, by the way, and have to say found it absolutely useless...

Of course, I'm not decrying the fact that most people wisely keep their fabulous-condition

classics garaged during the winter. I do the same with my 6/80, although I believe in keeping it exercised all year round and it comes out on dry days during the dark months for at least a 10-mile run, hassled by seething Subaru two inches from my back bumper as I career around bends like pursued prey near Moulton Seas End. How the police used 6/80s as pursuit cars and lived I'll never understand. But the only downside to putting cars away like this – especially if you're four miles from the lock-up as I am – is that they don't get used enough. With a moth-eaten classic at the ready on your driveway however, at your instant disposal come rain or shine, every journey – whether a trip to the recycling dump, or to *Mann & Son* for a new scarf and gloves to help you cope with that indifferent heater – becomes a special and interesting occasion.

Jeremy Satherley

— This article was not sponsored by Mann & Son —

Finally....

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ARE NOW DUE**

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FOR A RENEWAL FORM
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www.eemc.co.uk/member.php

**IF YOU HAVE ANY QUESTIONS
PLEASE CONTACT
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