

DON'T FORGET TO GET YOUR ENTRY IN FOR OUR 14th SEPTEMBER RUN!

spalding classic car club

and east elloe news

New!

www.spaldingclassiccars.co.uk August 2008

11th Annual Classic Car Run

This is our main event of the year and Sunday 14th September is approaching fast, so please get your entries in to me as soon as possible.

The three-venue format is the same as in previous years with a pub start, lunch halt and country house finish. We have a planned route of 90 miles. This year we are visiting locations in Cambridgeshire, Leicestershire and Northamptonshire. As usual, we intend to use as few 'A' roads as possible, passing through some quaint villages and various places of interest along the route.

The run starts at Etton near Market Deeping, with lunch at the Ramada Hotel at Rockingham, near Corby and finishes at Kelmarsh Hall. Once again, there will be our Car of the Day award, voted for by the entrants, with a shield and photograph of their car for the winner. We hope you will be interested in entering the Run and meeting up with other Club members and visiting classic car owners.

Alan Lyon 01406 380698

July club night: Houblon Inn, Oasby

This was an informal drive to The Houblon Inn, where we had such a good turnout we couldn't all quite squeeze into the dining room. Two groups started off, one from Spalding, one from Holbeach and met up at Donington before travelling in convoy to the Inn near Grantham. Both the weather and food were good which helped the evening run smoothly. Thanks to Caroline Cunnington for doing the organising and to Hazel and her team at the Houblon for looking after us.

12 August: Treasure Hunt

The club night this month will be a treasure hunt organised by Joy & Nigel Mann. Meet at **Baytree Garden Centre, Weston, nr Spalding** at 7.00 for a 7.15 pm start. The finish will be at Whaplode Manor. Rest assured that the event will be 'classic car friendly' and pitched for everyone to have a fun evening rather than struggling to find difficult or obscure clues. £5/car entry fee, payable on the night. **Joy has asked us to pre-book places, so please give her a call in good time on 01775 723856 if you want to have a go.**

Sleaford Classic Show - 6 September

Bill Fisher is co-ordinating our stand and is still looking for a few more offers of cars. We need around six in total so, if you are able to offer your car for the display, please give him a call asap on 01778 342826.

Website

Webmaster Daniel Scully has very kindly spent some time working on a new website for the Classic Car Club which is now available at www.spaldingclassiccars.co.uk Or you can use the address www.seecc.co.uk if you prefer. Why not take a look?

Contacts

SECC Co-ordinator & News Editor: Adrian Cunnington, 4 Miles Bank, Spalding, PE11 3EZ. 01775 761520
SECC Secretary: Joy Mann, 33 Grange Drive, Spalding, PE11 2DX. 01775 723856

SECC programme

Date	Event	Venue/organiser
Tue 12 Aug	Treasure hunt	Baytree & WMH Joy & Nigel Mann
Tue 26 Aug	Committee	Whaplode Manor Hotel, 8.15pm
Sat 06 Sep	Sleaford Classic Show	Club stand Bill Fisher
Tue 09 Sep	Noggin' & natter	Whaplode Manor Hotel
Sun 14 Sep	Classic Car Run	to Kelmarsh Hall, Northants Alan Lyon & team
Tue 14 Oct	Clubnight	Details to be announced
Tue 11 Nov	Talk <i>J Satherley CCW</i>	Whaplode Manor Nigel Mann
Tue 09 Dec	Christmas quiz	Whaplode Manor Adrian Cunnington

East Elloe Motor Club

Our parent club has a busy period coming up; the next **gymkhana** is on 13 August against Kings Lynn MC at Terrington. And the navigational rally season kicks off on 3 September with June & Ian Pollard's event. Call 01366 383860 for more details. Alternatively, please see **the romer** newsletter or the Club website at www.eemc.co.uk.

NEW! My Classic Story: see page 2



My Classic Story – Nigel Mann

Many years ago, probably about the time Noah was a lad, and I was still in shorts and single figures, my father ran an Austin A35 van. LJL 587 was not only a delivery and sales vehicle for the country round he had for the family menswear shop, but also our everyday transport. I clearly recall camping in the Peak District and washed out holidays in Wales under canvas with the little green van. Some years later, another dear old Austin A35 van appeared. AFP 266 became the company vehicle, in which the country round was taken over by our shop 'manager', Mr Bain.



Just digressing - but relevant to the story – I remember that in the late eighties, a journalist friend was also motoring reporter with Hereward Radio and dear Graeme was often turning up at home with interesting cars he had on test. I recall being impressed with my first drive in a Lotus Espirit Turbo around the lanes for him to take pics for some publication or another. Then another evening he turned up in a Bedford Duple 52 seater coach, which we took for a "thrash" (his words!) out to Baston, via Tongue End. However, the most impressive, in my mind, was a Porsche 911 Carrera Sport 3.2. He rang me up one Sunday, suggesting I might like to nip over to try this car. Obviously a second invitation wasn't necessary and off I sped to Peterborough. This car certainly made a considerable impression on me those twenty years ago!!

So, onto the early nineties and I thought it would be quaint to find another A35 van. Efforts to trace LJL or AFP were thwarted by a lack of records at the dear old DVLA, so research discovered various Austin vans for sale that required considerable work, but spares (body parts) I found out would be difficult to source. But I discovered a barely MOT'd Morris Minor van down in Letchworth, looking for a new owner with the enthusiasm to restore. I was keen to be that new owner, but lacked the knowledge to do anything other than polish it or possibly, at a push, change the plugs!

Enter MG expert and restorer, Dave Mason, who enthused (or appeared to!) at the prospect of grovelling around in my miniscule garage at all hours, restoring a wobbly, rusting piece of BMC engineering. Off we went down the A1 to view an Almond Green Morris Minor Van of 1968 vintage, and later that day I was doing my utmost to keep with Dave who was driving the van, flat out up the A1, heading back to aforementioned garage! I don't think I've ever seen a Moggy van being driven, perhaps even slid, round roundabouts before or since that day!! I suppose he worked on the theory that really no more damage could be done to the van!

The project started. Van body was removed from the chassis and swayed in the breeze with us debating whether to repair or replace as it was so grim. The decision was made to repair, as replacements seemed to be glass-fibre, which in my mind never look quite correct. The engine/gearbox, luckily, had a considerable oil leak, which had, in its twenty-five year life, protected the chassis, so little work was required in that department. Two brand new genuine BMC front wings were sourced by word of mouth, one being retrieved from someone's loft in Boston. These I bolted on, something even I could manage and after considerable welding, paint-stripping, filling and coarse language, my garage was polythene lined and the spraywork commenced. Eventually, in 1995, it was taken for an MOT test and a free tax disc was handed over the counter at the Post Office. PYO 781F was alive and rarin' to go! Then, one day my car, with registration 6 NBM, was parked in town and someone kindly left me a note under the wiper saying he owned 60 NBM, would I be interested? The number was on a Mercedes 280CE, so the car and plate were bought, plate transferred to van and Merc sold on for the same price. Well, you've got to have some luck in life!!

So, fast forward to 2008, and the Spalding & East Elloe Classic Car Club leaps into life, kick-started by Adrian Cunnington, and thoughts turn to another classic to complement the van. Various ideas cross our minds including a late 80s BMW 325i convertible, i.e. something useable and comfortable, but fun. However, that didn't receive a great deal of enthusiasm from Joy (Head Office & jury), much to my surprise. Okay then, Morris Minor convertible? We've already got a Morris Minor! A Porsche 924S (you know, the one with the 'proper' 2.5 Porsche engine) reared its head. Absolutely immaculate, low miles, super history etc, but the jury decided it was too expensive. Stags were considered, and one, very nice example, nearly graced our garage, but the thoughts of 911 Carreras were still floating around in the ether.

After a while, I found one in Sutton Coldfield that was immaculate, original, unspoilt with a perfectly documented service history. He was asking too much for it, so I didn't pursue it. However, Head Office suggested I ring the chap "to see what I could do". Working on the principle "nothing ventured, nothing gained", the call was made and within a couple of hours we were travelling westwards along the A14. The seller was a 911 fanatic, owning at one point, eleven 911s of varying vintage, two of which were serious rally cars. The Carrera sat in his de-humidified, fan circulated, multi-car garage complete with two lifts for extra storage and, really, within seconds the decision was made.... the only problem was negotiations had yet to commence!!

Do you have a classic story to tell? Send your article to the Editor at the address on page 1.

