

spalding classic car club

and east elloe news

www.spaldingclassiccars.co.uk

September 2008

Classic Car Run: 14 September

This year's Run is almost upon us. Entries close on 3rd September so please ensure you get yours in now if you haven't done so and you wish to take part. Forms are available from me or can be downloaded on the website.

Our flagship event has the usual format with a pub start, lunch halt and country house finish. The route is around 90 miles through Cambridgeshire, Leicestershire and Northamptonshire with few A roads but plenty of via quaint villages and places of interest along the route. The event starts at Etton near Market Deeping, with lunch at the Hotel Elizabeth at Corby and then we go on to the finish at Kelmarsh Hall. As usual, we have our Car of the Day award, voted for by the entrants, with a shield and photograph of their car for the winner.

The entry list is approaching 50 cars but a few extras will help to make the day go even better, so why not come and join us? If you need any further information or an entry form please give me a call.

Alan Lyon 01406 380698

Club Night: 9 September

The club night this month will be a low-key affair as we have the Classic Run the following Sunday. Bring your classic out for a pre-Run check, have a chat in the car park or enjoy a jar in the bar if you prefer. At Whaplode Manor from 7.00 pm.

Forthcoming events

Date	Event	Venue/organiser
Sat 06 Sep	Sleaford Classic Show	Contact Bill Fisher 01778 342826
Tue 09 Sep	Club night meet	SEE ABOVE
Sun 14 Sep	Classic Car Run	SEE ABOVE
Tue 14 Oct	Club night	Details to follow shortly
Tue 28 Oct	Committee	Whaplode Manor Hotel, 8.15pm
Tue 11 Nov	Talk <i>J Satherley CCW</i>	Whaplode Manor Nigel Mann
Tue 09 Dec	Christmas quiz	Whaplode Manor Adrian Cunnington
<i>Other dates for your diary</i>		
Sun 07 Sep	Moulton Show	Moulton Park
Sun 07 Sep	Bicker Steam Rally	Bicker, nr Donington

East Elloe Motor Club

The navigational rally season begins in earnest on 3 September with June & Ian Pollard's event for expert and semi-expert crews. Entries and marshals are needed – call Ian on 01775 722131 for more details.

There is also a novice and beginners rally on 17 September running from Terrington St Clement, organised by Gary White. Contact Gary at gwhite@eemc.co.uk or call 01366 383860. More information will be in the **Romer** newsletter and on the Club website at www.eemc.co.uk.

August club night: Treasure Hunt

Many thanks to all who supported The World's Most Difficult Treasure Hunt in living memory! We were really pleased at the superb turnout, but were disappointed that some crews found it somewhat mind-blowing. Joy & I really thought we'd made it simple and straightforward, but clearly that's not an opinion shared by all!

Congratulations to Caroline, Alexander and Adrian Cunnington for achieving an 82% success rate and to Clare McBride & Ian Pollard for their determination to get to the finish. I don't think the Lotus was overly happy with Treasure Hunt pace, so they nipped home, got the Sprite out of hibernation and continued round the route to a superb second place.

If elegance and serenity had been worth points, Brian & Barbara Morgan would have been high up the results with their beautiful Vanden Plas Princess, but the organisers' minds were just not on their wavelenghts as far as clues were concerned. Also fitting into the elegant and serene category was Mike Jakeman's Rover P4. Lovely (the car Mike, not you!)

Committee man David Shepherd coerced Mr Alan "Don't forget the Classic Run on 14th September" Lyon into teaming up with him in his MG ZB, allowing me to take Alan's rally Cooper 'S' back to Whaplode Manor. I think my hearing should have returned to normal about Christmas time!!

Good to see Terry and May Carter giving their Rover 2200SC its first outing after restoration. Brought back a few memories as it is the same colour as the one that my father had in the 70s (and the one I got a speeding ticket in, too!)

/ continued, page 2



The ever-immaculate X1/9 of Team Overson graced the event, putting in an excellent performance. Has that car ever been dirty, Trevor? Another display of close to concours machinery was the E-type of Ivan and Adam Cunnington, another crew struggling to find some answers. Blame it on how close you were to the ground, chaps. Should've brought the Shogun, perhaps?!

So, all in all a successful evening, with the weather being reasonably kind to us and having chatted during the evening to various people, perhaps the next Treasure Hunt (or perhaps a Scatter type event?) will be very much more straightforward. Then again, we may not be invited to organise anything ever again!!

.Nigel & Joy Mann

My Classic Story – Phil Tucker

In the early sixties, I decided to have a go at motor racing, so I bought a race-prepared XK120 fhc (*pictured right, below*). The interior of the car had been completely stripped out, even to the passenger seat which had been replaced with a skeleton glass fibre frame simply to comply with the regulations which required 'a seat'. The engine was highly modified, lightened and balanced with fuel delivered by triple, twin choke Weber carbs. I bought the car in High Wycombe and motored it back to Pinchbeck, praying that traffic lights were in my favour as, without a fan, boiling would occur in about 15 seconds!

At the same time I bought a Bedford OB coach from a local operator, removed the seats and installed a ramp and winch to transport the car. I was not used to driving such a large vehicle and on my first outing I removed a 'keep left' bollard somewhere near Newark. Fortunately, no-one saw me!

For the next two years I competed in many events at several circuits around the country. I never won a race but neither was I last. One Sunday at Mallory Park, I overdid it going into Gerrards and crashed spectacularly at about 80 mph. As I crawled from the upside down car, a marshal came running up, his first words being "Do you want to sell those Webers?!" Talk about getting your priorities right!

My good friend and mechanic was the late Bernard Hall and with his aid we winched the car into the Bedford and took it back to his garage at West Pinchbeck. Normally, I kept both vehicles at home but obviously a rebuild was going to be needed and I did not want my wife to hear of the disaster as she didn't approve of what I was doing anyway. Bernard and I decided to obtain another road-going XK and transfer all the mechanics to it. This naturally took many weeks and each weekend my wife would say she thought we were going to such and such a place on Sunday and I'd reply that Bernard had a few more small jobs to do. Eventually of course she smelt a rat, went don to Bernard's, saw what had happened and gave us both a severe ear-bashing!

When the new car was ready, its performance and handling were disappointing. I think the truth of the matter was I had lost my nerve (I wouldn't admit it at the time) and had become uncompetitive. The problem was solved when I was testing the car on the road between Twenty and Bourne and a rod made an excursion through the block. The car was sold for the price of the Webers!

After that, I bought a race-prepared Austin Healey Sprite with a teardrop aluminium body, which was quite a quick performer with a Vegantune 1275 engine. On one occasion the throttle linkage came adrift during a race, so I opened the bonnet, tied a piece of string to the carb and finished the race driving with one hand, pulling on the string with the other! Lubrication was by Castrol 'R' with its pungent and cloying odour and, whilst most dentists of that era had a slight pong of oil of cloves or antiseptic about their persons, mine was of 'R', especially on Monday mornings! Happy days!

Also, around this time I used to motor sedately round the circuits in a 1925 3-litre Red Label Bentley (*pictured, top*). Care had to be taken when approaching corners as, although it had rod-operated four wheel brakes, there was no servo and slowing nearly two tons of car from 70 mph took some effort – indeed, the outside handbrake provided more leverage than the foot pedal...

That just about sums up my racing career. It was fun whilst it lasted, and one could buy 16 gallons of 5 star petrol and still get change from £4!!

Do you have a classic story to tell? Send your article to the *News* editor at acunnington@eemc.co.uk or by post to Adrian Cunnington, 4 Miles Bank, Spalding, Lincs. PE11 3EZ.

Spalding & East Elloe Classic Car Club — a specialist section of East Elloe Motor Club Ltd
A company limited by guarantee, registered in England No 1874444. Registered office: 5 Estella Way, Spalding. PE11 1HS

