

spalding classic car club

and east elloe news

www.spaldingclassiccars.co.uk

November 2008

Club Night: 11 November

The club night this month will be a talk by SEECCC member, local historian and, until his recent retirement, Deputy Editor of *Classic Car Weekly*, Jeremy Satherley.

We will also have a display of the photographs taken on September's Classic Car Run, courtesy of Graydon Jones (see www.bizzapps.co.uk)

At Whaplode Manor, 7.45 for 8.00 pm start. £2 entry. This event is an open evening so please encourage non-members to attend too. Further info from Nigel Mann on 01775 723856.

Forthcoming events

Date	Event	Venue/organiser
Tue 11 Nov	Talk <i>See above</i>	Whaplode Manor (Nigel Mann)
Tue 09 Dec	Christmas quiz	Venue to be confirmed (Adrian Cunnington)
Thu 11 Dec	East Elloe MC Ltd AGM	Whaplode Manor

Here are some early ideas for the first half of our 2009 programme, discussed at sub-Committee recently:

Tue 13 Jan	Photo evening	A photographic review of 2008 (TBC)
Tue 10 Feb	Talk	By Chris Chandler ex Aston Martin (Nigel & Joy Mann)
Tue 10 Mar	Visit	Ideas please!
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 (sub-Committee)
Tue 12 May	BBQ & gliding	At Postland (Nigel & Joy Mann)
Sun 17 May	Historic rally	Competitive event (Adrian Cunnington)

If you have any suggestions for events, please give the SEECCC Co-ordinator, Adrian Cunnington, a call on 01775 761520 or email acunnington@eemc.co.uk

East Elloe Motor Club

Our parent Club are involved with two navigational rallies over at Kings Lynn this month including a **novice and beginners rally** on 19 November. And there's the AGM, which affects us all as Club members, on 11 December. More information will be in the **Romer** newsletter and on the Club website at www.eemc.co.uk.

Barbara Drury

It is with great regret that we have to inform you of the death of one of our members. Barbara Drury, wife of Brian, died last month after a long fight against cancer. Our sympathies and thoughts are with Brian and their family at this very sad time.

October club night: Roman Garage

Many thanks to those who came along for what proved to be a most interesting visit to Roman Garage at Ropsley Heath near Grantham.

Around 15 members made the trip on a not-too-hospitable night weather wise, but were rewarded with a full tour of the showroom and workshop, seeing cars from a range of 'stables' including AC, Alfa Romeo, Jaguar, Lagonda, Mercedes, MG and Wolseley. Our hosts Roy & Christine Gibson also very kindly laid on drinks and nibbles and Roy had plenty of stories to tell about the many cars that have graced the Roman Garage forecourt. His own 1929 Alfa 1750 Super Sport was an excellent example and Roy & Chris still use it regularly for classic rallying. The showroom included an immaculate Rolls Royce 20/25 wedding car, whilst there were a range of cars in the workshop – in various states of preparation – including one undergoing a major strengthening job to enable it to take part in the forthcoming Paris-Peking Run in 2010.

All in all it was a very enjoyable evening, rounded off with a visit to the Crown & Anchor at Welby. Many thanks once again to Roy & Chris, who have kindly extended a repeat invitation to the Club to return to Roman Garage next summer, when hopefully a few more members could come along and bring their classics with them.

AC

Congratulations to Tom & Shirley Webster (1953 MG TD, seen below on our run in June) who won the 'most eye-catching car' award at the 105-car Darren Darby Memorial Run which took place from Woodhall Spa in September.



My Classic Story – Bill Fisher

I don't think of myself as a classic car owner — it's just that none of the modern cars really appeal to me. From a small boy I was interested in things mechanical and remember working on my father's Lanchester, SN 7963, when I was only about 7 years old. A neighbour told me, when I bought my first Jaguar, that I had said around that time that I would own a Land Rover and a Jaguar when I grew up.



My first vehicle was in fact an 80" Land Rover, a Series One half, with the 1600cc side valve induction and overhead exhaust. It had a soft top and useless heater so, being fond of my creature comforts when still in my early 20's, seeing an advert in the *London Evening News* for a Jaguar Mk. VII, two owners, one titled, I just had to have it. The car was OYY 163 and the first owner had been Sir Percy Sillitoe, who had been head of MI5. It was heavily tuned, faster than a Lotus Cortina, but with the major drawback that the rust moved even faster!

Eventually it had to go and I had a couple of mediocre vehicles until one day, driving through Gosberton, I saw a fairly second-hand Mk. 2 Jaguar 2.4 for sale which started a period of being a crop spraying rep with a Jag, which certainly got me remembered! Two got written off, in both cases by oncoming motorists turning straight across in front of me, one was eaten by the metal maggots and the last one was dented by management who tried to encourage the guy in front to move across a roundabout a little faster.

By that time I was disenchanted with cars with a steering wheel the size of a London bus and had discovered the Rover P6 2000TC, registered JFL 38L which had been purchased from Adams in Peterborough for £1,500. Now I had the luxury of power steering, so the Jaguar was already a second car. When five star petrol became scarce, and having driven it for 45,000 miles, I exchanged the 2000TC for a used P6 3500, LBC 209P, which was very similar but appeared to have two engines under the bonnet.

When the SD1 came out I liked its styling immediately so when I saw a gold one for sale at a garage at Marshall's in Peterborough, I chopped the 3500 in on a used SD1 3500 which I ran up to 94,000 miles. That got swapped for a lower mileage VDP, B226 AML, with plastic bumpers which I bought having done 55,000 miles and sold after 105,000.

That was September 1989 and I had already seen B38 NWD for sale in Spalding (so for a period I owned two identical Oporto 3500 VDPs). I was in the process of leaving safe, pensionable, employment in London in favour of being self employed and B226 became the deposit on a brand new Maestro van (my first new vehicle which I eventually sold having been become bored with it after 250,000 miles).

I knew one day that B38 NWD would become a sought-after vehicle, so used it for its comfort and towing ability. As I changed cars, sticking with Rovers, I would tell my wife that the VDP was going to be sold, but I always seemed to forget to do it. I added a Rover 800 Sterling, then a new Rover 75 Tourer, both of which have features which I like – 48 mpg from the Tourer for example and six track CD player, full leather and electric seats with memory on the 800, but the VDP has a special attachment for me. If it had to go then maybe I would look for a pre-war saloon but I am too old to spend my time lying on my back under old motor cars. I want something that is reliable and fun, and that is what my SD1 is.



The car has dents and scratches, plus the odd bit of rust but that is part of the vehicle's history. I could ask the garage to change the tailgate or the bumpers but then B38 NWD would lose its originality — and I don't want that to happen.

Do you have a classic story to tell? Please send your article to the Editor at acunnington@eemc.co.uk or by snail mail to Adrian Cunnington, 4 Miles Bank, Spalding, PE11 3EZ.

