



# ALLSORTS MOTOR CLUB

Newsletter March 2022

**NEXT MEETING –March 31st at  
THE FLOWER POTS from NOON!**

## **CLUB OFFICERS.**

The Allsorts Club officers for your information are as follows: -

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The general email address for the club is [info@allsortsmotorclub.org.uk](mailto:info@allsortsmotorclub.org.uk) and our website is [www.allsortsmotorclub.org.uk](http://www.allsortsmotorclub.org.uk) where you will find all sorts of club info about what we do and how we do it.

## **FEBRUARY'S MEETING**

My counting is never very good over 10 people as I run out of fingers but I reckon we had 26 members arrive at The Flower Pots to hear Stewart Kilpatrick to hear and see his talk "Rover – but not as we know it!" After a little technical hiccup (take the lens cap off chaps!) the talk commenced and we had a very fascinating talk on the history of Rover Cars but not really the cars but the people behind the company and the owners and certainly folk sitting on the table where I was were surprised at many details that Stewart spoke about.

A thoroughly enjoyable and informative evening was had by all and our that should be given to Stewart for enabling us to have such an evening.

## **ELECTRIC CARS Everrati Series 11A Landrover review by Nik Berg of Hagerty**



regulations in city location.

Meddling with a national treasure turns out to be not a bad thing!

The electrification of beloved old cars is a double-edged sword that cuts through the classic car community.

On one side you have those who see the exercise as a way of future-proofing the past, allowing people to drive historic vehicles for many years to come and in places where combustion-engined cars are facing costly charges or bans. They may wish to do their bit, or they may want to find a workaround for ever-encroaching rules and

Photos courtesy of Everrati

On the other side are people who see destruction rather than preservation, for whom the removal of an internal combustion engine is like ripping out the very heart of an automobile.

Everrati has certainly upset the latter group by swapping the iconic flat-six in a Porsche 964 for a battery pack and electric motor, but I have a feeling that the company's latest "redefined" Land Rover Series IIA won't cause quite such consternation.

Why? Because let's be honest the original, clattery 2.25-litre four-cylinder in a Series IIA is hardly one of the world's greatest engines. Neither does its agricultural four-speed manual transmission provide the most satisfying of shifts. So doing away with both is likely to be no great loss to driving, even if that may not be enough of an argument to win round purists who believe in preservation.



First impressions of Everrati's Series IIA are of a beautifully-presented, ground up restoration. There's nothing to outwardly suggest this is anything other than an early Sixties Landie that's been given a carefully considered resto-mod nod. The first customer car, in a stunning sand color, features an immaculately-trimmed leather interior with teak decking in the rear laid by a boat-builder, and an artfully integrated modern audio and climate control system. Honestly this is OEM quality stuff and far beyond what the British Leyland run Land Rover would have delivered in the 1960s. As for those concerned that

a much-loved British classic has been somehow lost in the conversion, Justin Lunny, CEO of Everrati, reassures us that the donor car was "a complete basket case, it was in a garden with plants growing out of it."

Understandably, this is a customer car, one that cost £150,000 before options, so it's for display only. My driving experience comes at the wheel of the company's development vehicle.

Inside there's an array of additional warning lights, but the standard of trim is every bit as good as the customer car. Original gauges have been repurposed to EV-related items such as state of battery charge, but it's otherwise all as basic and original as one would hope. The big steering wheel is unassisted on this demonstrator but customer cars will all have electric power steering as standard.

On the mechanical side, the electric motor drives straight into the transfer case, which means the car's low-range and diff-lock features are retained so this electrified Landie should be every bit as capable off-road as the original. Who knows, it may even more adept in the rough stuff, as it offers more than twice the power and torque (150bhp and 221lbft).



On the road the first thing I notice is an off-the-line punch that no Series IIA owner is likely to have ever experienced. That maximum torque at zero revs makes for a machine that's far more capable of keeping up with modern traffic. However, it's still a leaf-sprung Land Rover, so you'll have to be pretty brave to hustle it along at any great speed. As with the 911 Everrati hasn't altered the car's dynamics, so that it retains its original character.

What has altered is the rattle of the old four-cylinder, replaced by the whine of electric motors, and your left leg is spared the pumping of a heavy clutch, and you can now keep both hands on the wheel and concentrate on the slightly meandering steering instead of battling the transmission.



I definitely understand the certain masochistic pleasure in succeeding to make grumpy old cars go well (hey, I drive an old Lotus Esprit) but objectively the Everrati transformation succeeds in making the Series IIA a far nicer car to mooch about in. I, for one, like the idea of green-laning in peace, rather than making a racket and scaring walkers and wildlife. You won't be able to mooch especially far, with a claimed range of 125 miles from its 60kWh battery pack, but you'd have to be seriously hardcore to want to travel further and therefore probably a traditionalist who won't be tempted

anyway. As for the charging time, it's less than eight hours using a 7kW wallbox, and it is compatible with a rapid charger, accepting up to 100kW.

The truth is that Everrati expects most of its Series IIAs to be used in cities or as transport for guests at cool Californian vineyards or country hotels in the Cotswolds. That first customer car? It's destined for life on the school run in central London where the furthest off-road it will get will be a spot of pavement parking.

There will be many reading this who disapprove, not just of that use case, but of the whole idea of electrifying old cars. That said, I believe that anything that extends the lives of classic cars is to be encouraged and that Everrati's approach is both sensitive and expertly executed.

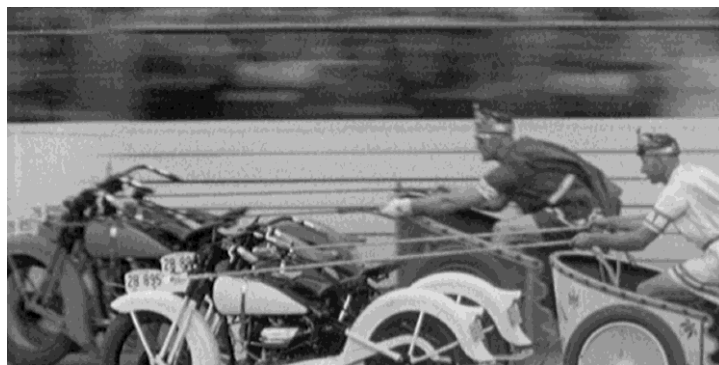


Two photos that struck me this month the first being the 1959 Monaco Grand Prix when racing was technical skill of the drivers rather than the excuse for making money and moaning as it is today and the second photo is my kinda of girl (probably a bit old for me now as the photo was taken in 1928!!) She's French of course!!



## **WE FOLK, OF A CERTAIN AGE**

When we went to the cinema they always had a 10 minute show at the start of PATHE News and to be honest I haven't been to the cinema for probably 10 years at least but I came upon it the other day as I came upon these photos of Motorcycle Chariot Racing which apparently to place in the 1920s to the 1940s.



Also so I have seen Clarkson and his merry crew unsuccessfully had a go at it for his SKY TV show or is it Amazon I'm not sure. However back to Pathe, well if you have a dull wet afternoon and the garage is not calling have a look at Pathe on the internet, it's great and covers from the turn of the last century all the way up to the late 60s with films as diverse as fashion and Brooklands Racing and of course Motorcycle Chariot Racing.

## **Valentines/Cobweb Run Out and Lunch 10<sup>th</sup> February 2022**



Nineteen of us turned out to participate in this event. The day was quite cold and we had suffered serious rain so the roads were muddy and wet. However, three "proper" cars turned out to do the run. So well done the Burtons, Copes and Westwoods!!!! The Allsorts are proud of you!

I had booked the marquee at the pub a month or so prior to the event. We were still nervous about Omicron and I thought the ventilation that this arrangement offered was a sensible precaution. However, the day turned out to be cold and a little breezy. So hats and coats remained on as fleece

blankets were handed out. At least we stood little chance of catching Covid but I was a bit worried about Hypothermia or Pneumonia.

The food as always at the Yew Tree was brilliant. How we laughed and chattered away (talking that is – not the teeth) as we huddled together. As always the fellowship of the Allsorts was at its best.

Thank you Sue B for taking the photographs as my fingers were so cold at that point it would have been impossible for me to work the camera on my phone.

Next year we will definitely be indoors.



## Taken from the Great Old Classic Car Club's Website.

### True Cost of a Classic Car Restoration

#### Balance Sheet

Hours on the toilet searching the Internet	\$0.00
Purchase of a ton of rust on four wheels	\$5,000.00
Flowers for wife to break the news	\$50.00
Dinner at restaurant after argument with wife	\$120.00
Restoration cost - engine and transmission rebuild	\$8,000.00
Restoration cost - chassis rebuild	\$5,000.00
Parts and endless trips to Swap Meets	\$1,600.00
New Lounge suite to balance ledger and keep wife happy	\$3,500.00
Restoration cost - bodywork and paint	\$7,000.00
Flowers for wife to save buying new kitchen suite	\$50.00
Dinner at restaurant after argument with wife	\$120.00
Family trip to Tropical Island to offset 1000 hours spent in the workshop	\$4,000.00
Restoration cost - new upholstery and soft top	\$6,300.00
New out fit for wife to save another argument	\$450.00
Dinner at restaurant after argument with wife	\$120.00
Inspection, Registration and other on-road costs	\$1,200.00
Dinner at restaurant to celebrate completion	\$120.00
Hairdressing cost after wife's first ride in a open top tourer	\$60.00
BBQ to have neighbours over to see the finished project	\$90.00
Paint touch up after neighbour's son drew on the car	\$150.00
Settled out of court cost for clobbering neighbour's son	\$600.00
New outfit for wife to go out rallying	\$450.00
New shoes to go with the new outfit for wife to go out rallying	\$150.00
New hand bag to go with new shoes and outfit for wife to go out rallying	\$100.00
Dinner at restaurant after asking wife to economise	\$120.00
New clutch after teaching wife to drive a classic car	\$400.00
Dinner at restaurant after shouting at wife while teaching wife to drive a classic car	\$120.00
Repairs to front guard after wife's second lesson	\$600.00
Candlelight dinner at home (can no longer afford restaurant) after shouting at wife to watch where she is going	\$20.00
Advert on line for Classic Car For Sale	\$20.00
<b>Total</b>	<b>\$45,390.00</b>
Proceeds from sale of Classic Car	\$29,500
Balance added to mortgage	\$15,890

Thanks Alan Roper.....

This is an American Car Club who mainly deal in Model T Fords.

The discussion was dealing with what one must give up or not to own and run a Model T and what one might expect as a profit or loss at the end of it. The conclusion was that one was unlikely to achieve this selling price of \$29,500 and therefore one's mortgage would possibly increase by some more.

But was it worth it 0 HELL YES!!!

Some years ago we had a member who owned a M45 Lagonda and being a retired military man he had a little book where he wrote down all the costs of ownership including every litre of oil and fuel, the costs of rallies both here and abroad including hotel costs and entry fees and an engine rebuild etc.

He sold it after 10 years and obviously made a profit from the purchase price but having added in all the costs of 10 years usage the ownership had cost him the princely sum of £10 so approximately 2p per week. Not bad eh! Just shows one that picking the right car at the outset makes all the difference.

## CAPE TO CAPE 2022.

This event is creeping up rapidly and therefore I am getting my begging bowl out to hopefully interest you in donating some money to Macmillan Cancer Care. This is a rally of some 3700 miles from Cape Cornwall to Cape Wrath to Cape Clear and back to Cape Cornwall so covering all the Capes in UK and Ireland we in fact cover every country in those areas.

## DETAILS ATTACHED!

## Things seen this month to amuse or otherwise!



One can see why farmers wanted to get into motorized farm machinery as soon as possible as think how long it would take just to harness this number of horses let alone catching the damn things in the first place! At least a motorized vehicle stays still most of the time!!



Wouldn't it be nice to have a large heated garage workshop like this – it could only happen in the USA where it seems everything is larger including their home workshops!!

## SPEEDING



I hadn't realised until reading an article recently that Hampshire was considered to be one of the most dangerous regions in the UK for driving

To the left is a map showing the casualties over a 4 year period and our area shows 3561 which to me is staggering. Hampshire Police answer to this is to increase speed cameras as speed is what they consider is the cause of that number of casualties.

They have also indicated the fines and bands that you are likely to be paying if caught!

For example, based on a driver earning the UK average income (2020-21) of £29,600:

Speeding at 81-90mph in a 60mph zone = £428-£713 fine plus 4-6 penalty points

Speeding at 66mph+ in a 40mph zone = £713-£998 fine plus 6 penalty points

RAC road safety spokesman Simon Williams said: "Despite more than half of drivers admitting to regularly exceeding the 70-mph speed limit, road safety statistics clearly show that motorways are our safest roads.

"Our research shows speed limit compliance on all types of road has improved on previous years, but as our study was carried out during the pandemic we suspect this has partly been brought about by the reduction in the number of journeys carried out for the purposes of commuting - or for other business purposes - where drivers feel greater time pressure and may be more tempted to break the law by speeding."

I understand from Hampshire Police that it is on of the areas in the UK where one cannot bank on the assumed speed limit plus 10% plus 2mph will save you from a ticket, the assumption therefore is 1mph over the speed limit could get you a ticket – so beware please!

## 2022 DATES FOR YOUR DIARIES – all subject to any Covid Restrictions!

Sun 13<sup>th</sup> Mar Waltham Chase Village Hall Car Breakfast from 9am

Sun 20<sup>th</sup> Mar Invitation to WMGOC Cobweb Spin 2022 at Fort Nelson details sent out

**Thurs 31<sup>st</sup> Mar Allsorts Meeting at The Flower Pots, Cheriton from 12 noon**

Sat 2<sup>nd</sup> Apr Bill Rawles Opening of New Premises Party from 1pm. Old Park Road, Bishops Sutton

Sun 3<sup>rd</sup> Apr Bean Car Club Daffodil Run – Fun in Stockbridge watch the cars going through

Sun 10<sup>th</sup> Apr Waltham Chase Village Hall Car Breakfast from 9am

Sat 23<sup>rd</sup> Apr **Classic Cars @ Barnaby's Swanmore, Hampshire SO32 2PA**

**Sun 24<sup>th</sup> April DRIVE IT DAY – hopefully we will have something planned !**

**Thurs 28th Apr Allsorts Meeting at The Flower Pots, Cheriton from 7pm**

Sat 30<sup>th</sup> Apr – Sun 1<sup>st</sup> May Classic Days at Le Mans

**APR/MAY 2022 CAPE TO CAPE – THE FINAL RUN! IN AID OF MACMILLAN CANCER CARE. APPROX 3500 MILES FROM CAPE CORNWALL (ENGLAND) TO CAPE WRATH (NW SCOTLAND) TO CAPE CLEAR (SW IRELAND) AND BACK TO CAPE CORNWALL**

Sun 1<sup>st</sup> May Bill Rawles Natters & Nibbles Charity Meeting from 10am

**St 7<sup>th</sup> – Sun 8<sup>th</sup> May** **Vintage Revival Montlhéry 2022**

Sun 8<sup>th</sup> May Waltham Chase Village Hall Car Breakfast from 9am

**Sun May 22<sup>nd</sup>** **Southampton Magna New Forest Run Brilliant event details attached. Many Allsorts do the event**

**25<sup>th</sup> - 30<sup>th</sup> May** **Royal Veteran Car Club of Belgium – Autotocht – 39 Hiking 1900**

**Thurs 26<sup>th</sup> May** **Allsorts Meeting at The Flower Pots, Cheriton from 7pm**

Sat 28<sup>th</sup> May **Classic Cars @ Barnaby's Swanmore, Hampshire SO32 2PA**

Sun 29<sup>th</sup> May Haslemere Classic Car Show - Lion Green – details at jamesewing.co.uk – good fun event

**Sat 4<sup>th</sup> June** **ALRESFORD JUBILEE CELEBRATIONS – more details to follow**

Sun 5<sup>th</sup> June Bill Rawles Natters & Nibbles Charity Meeting from 10am

**4<sup>th</sup>-6<sup>th</sup> June** **Paris to Rambouillet – France!**

**Wed 8<sup>th</sup> June** **Allsorts joint meeting with The New Forest Austin Healey Club at The Potters Heron in Ampfield**

**Sun 12<sup>th</sup> June** **Allsorts Visit to Thruxton Classic Races – details from Neil email 09.02.22**

Sun 12<sup>th</sup> June Challengers Fund Raising Run around Hampshire and Surrey – details to follow

Sat 25<sup>th</sup> June **Classic Cars @ Barnaby's Swanmore, Hampshire SO32 2PA**

**23-26 JUNE** **GOODWOOD FESTIVAL OF SPEED**

**Thurs 30<sup>th</sup> June** **Allsorts Meeting at The Flower Pots, Cheriton from 7pm**

Sun 3<sup>rd</sup> July Bill Rawles Natters & Nibbles Charity Meeting from 10am

**0<sup>th</sup>Jun – 3<sup>rd</sup> July** **CLASSIC LE MANS – again a must do at least once in your life!!**

**8<sup>th</sup> -10<sup>th</sup> July** **Circuit des Ardennes – open for cars upto 1980 – different routes for different ages – great fun**

**9<sup>th</sup>-10 July** **Commemoration of The Paris – Trouville Race 1897**

**Thurs 28<sup>th</sup> July** **Allsorts Meeting at The Flower Pots, Cheriton from 7pm**

Sun 7<sup>th</sup> Aug Bill Rawles Natters & Nibbles Charity Meeting from 10am

**Thurs 25<sup>th</sup> Aug** **Allsorts Meeting at The Flower Pots, Cheriton from 7pm**

Mon 29<sup>th</sup> Aug Rotary Club of Gosport 68<sup>th</sup> Car Rally – see attached details

Fri 2<sup>nd</sup> – Sun 4<sup>th</sup> Sept Hampton Court Concours – if you have never been to one of this type of thing it is very worthwhile going. It will make you look at cars in a very different way!

Sun 4<sup>th</sup> Sept Bill Rawles Natters & Nibbles Charity Meeting from 10am

**16 – 18 SEPT** **GOODWOOD REVIVAL**

**SAT 17<sup>TH</sup> SEPT** **ALTON CLASSIC CAR SHOW**

**24<sup>TH</sup> SEPT** **MICKLEMAS FAIR AT ST. CROSS DETAILS TO FOLLOW**

**Thurs 29<sup>th</sup> Sept** **Allsorts Meeting at The Flower Pots, Cheriton from 7pm**

**30<sup>th</sup> Sept – 3<sup>rd</sup> Oct** **Rallye des Anceteres – Teuf-Teuf to you and me – Compiègne**

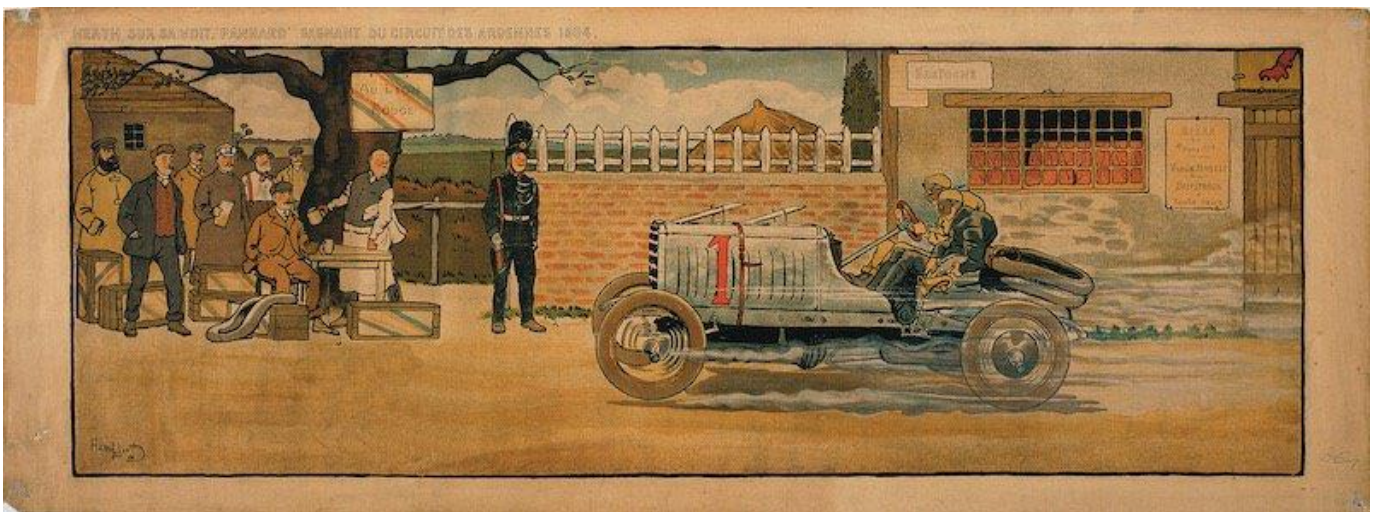
**Thurs 27<sup>th</sup> Oct** **Allsorts Meeting at The Flower Pots, Cheriton from Noon**

Fri 4<sup>th</sup> – Sun 6<sup>th</sup> Nov London to Brighton Weekend

11<sup>th</sup>-13<sup>th</sup> Nov The Classic Motor Show at the NEC

All Allsorts organized events will be shown in Red others in blue International in green

Your membership details are held on a computer database under the terms of the General Data Protection Regulations 2018 (GDPR) to which only Officers of The Allsorts Motor Club of Alresford have access. This database is password protected and regularly backed up. Your personal details will not be disclosed to any third party outside the Allsorts Motor Club of Alresford. The contact details you provide will be used in regard to the club Newsletter and any other communications in connection with The Allsorts Motor Club of Alresford Club meetings and Events. Summary contact details of each member may be mentioned, on joining the Club in The Newsletter and any subsequent Membership Directory made solely to Club Members. At the time when individuals apply for Club Membership and at every Annual Renewal they are asked to provide consent for their personal details to be used in the manner described above. Any Club member may request their personal details to be removed from the Members Directory at any time by written communication to the Membership Secretary



1937 Monaco Grand Prix : Rudolf Caracciola (Mercedes-Benz W125) followed by the winner Manfred von Brauchitsch and Christian Kautz