

Editors:
B. Sherburn,

P. Johnson,

Dear Members,

August is the month which sees the second T.C.C. Annual Rally and Concours. This once a year event requires only your enthusiastic prescence to make it a success, most of the work will have been completed now by the sub committee 'sloggers'. Against it will be a non-public attending function and the question is again raised - should we try for a bob or two and try to entice the paying masses, with the attendant work and worry, or should we carry on with the status quo. The question which naturally follows is - what should we do with the bob or two if we had it? Buy mobile club rooms for use at Rallies, trailers to carry home more impediments to gardening and decorating, or what? Anything that gets in the way of "do it myself" will get a thumbs down from my spouse. Whatever happens it will provide for talk at committee meetings for some time to come.

B & P.

THE SUTTON SHOW.

This event is a typical small country town horse show, but this is not to say that the car event was poor. It was in fact very well worth the effort to go.

The entries were varied from Veterans to Pre-War Traditional plus as a bonus some interesting commercials including post-war buses.

In the middle of the afternoon, all the vehicles did a 15 mile tour of the surrounding villages through some really beautiful and unspoiled countryside. Hundreds of villagers turned out to watch the cavalcade pass.

After passing through the centre of Thirsk, we were directed into a level, walled field where numbered parking lots had been marked out and we were treated to a superb home made tea on the lawn in front of a farm house. From there we returned to the show.

Only three club cars made an appearance: Eddie Foster's 1934 Austin 7, Ken Nichols' 1936 Morris 8 tourer and my Austin 12. The judging was carried out in a brisk, thorough manner and I was delighted (and surprised) to learn that my "Nelli Secundus" had achieved 3rd prize in the 30-40 group, thanks mainly to the fact that Bob Hemstock's Rolls Royce didn't turn up.

J. Jewison.

FOR SALE.

Tony Morgan has 4.50/4.75/5.00/5.50/6.50 x 18 tyres, also 17" tyres, plain and town and country. Brand new and remould. Contact him at Club Night or at 75 Kellingley Road, Knottingley.

Tony has also been asked to get various small (one car) amounts of wing beading. Could anyone who will require wing beading in the near future please order to make a worthwhile amount and so keep down costs.

FOR SALE.

14" 15" 16" Tubes	50p each.
5.20 x 10 x tyre	£1.50
5.20 x 14 All Weather	£1.50
7.00 - 16 pair	£7.00
5.90 - 15 (2)	£2.25 each.
Set Jaguar wheel trims 16"	£4
Pair Jaguar Tail Lamps	£1
Jaguar No. Plate Cowl	50p
Hub Caps 2 Austin 4 Alvis	50p each
Jaguar Brake Servo.	£2.50
Talbot Mk 1,2 3 Diff	£7.50
Sill Jacks	50p each
Bentley Rocker Gear	£1
Minor 1000 Head complete	£3.50
Minor 1000 Gearbox	£7.50
(overhauled)	
Fog and Spotlamps (pair)	£2
Headlamp Reflectors	75p each
Jaguar Clutch	£1
6.9 - 13 New Grand Prix	
tyre on new Vauxhall wheel	£4
Many part tins Cellulose	25p per pint
Various mirrors	
M.Minor Speedo	

Contact: T. Darrington.

For sale because of personal injury, 1954 Riley 1½ litre R.M.E. open to sensible offer or will consider exchange pre-war Tourer, preferably MG. 2500 miles since engine overhaul. Long MOT., and some spares. Contact: Hilary Nichols,

For Sale: 1935 Austin 7 engine and gearbox. Good condition H.Wood,

For Sale: 1935 Daimler 20. Will start and run. All aluminium. Tel: Doncaster 4889 after 8 p.m.

DIANE TROPHY POINTS.

(Up to Club Outing 1.8.71).

0/5J	B. Sherburn	25
0/5J	N. Sherburn	25
0/54J	K. Fawcett	25

0/8	P.W. Johnson	24
0/33J	R.E. Markham	24
0/33J	B.A. Markham	24
0/42	J.E. Jewison	24

0/1J	R. Read	23
0/54J	P.E. Fawcett	23

0/2J	F.J. Johnson	21
0/80	J. Pennington	21

SEEN & HEARD.

John Jewison has acquired a Dimler Conquest Century, complete, he says, with a large sack of sand in the tank. When "fettled" this is intended to replace his Californian Imp. Any offers for this?

If Non S. looks a little green around the gills, it's because she's taken up smoking cigars, while crouched in a certain plastic car, performing mystic rites!???

Who is the member who on having a car given by one member tries to sell them to another member? Definitely not in the spirit of the Club.

The dreaded Salmson beetle strikes again!! Tim G. is negotiating for a 1937? model from Dundee, a Scottish Salmson no less. Tim's 1½ Riley has nearly all gone. The radiator core and seats are left and may be still available.

To bring Tim's saga completely up to date, he now has an A35 van as a hack (can this be another J.J. based take over bid?) and wishes to state emphatically that his Triumph Herald is to be done up and not down.

Guess whose stately home opens to the public on the second of September?

Which Club member has central heating piped under his car bonnet?

THE CLAY CROSS STEAM SPECTACULAR. 25TH JULY.

In all my experience of Steam Engine Rallies and similar events, I have never witnessed so many spectators as turned up to this one. The event had been well publicised locally and the weather was beautiful. The organisers were the Clay Cross Rotary Club and the proceeds were for charities.

In the middle of the afternoon, I am told, there were queues of traffic stretching for many miles in all directions. An acquaintance of mine intended visiting the event, but after sitting in a traffic jam for almost 2 hours he went home! Club cars present were:-

Eddie Foster's 1934 Austin 7.
Paul Banks' 1935 Railton
John Pennington's 1934 Austin 10
Stuart Beevers' 1939 Daimler
Ray Beaumont's 1934 Singer 9
John Jewison's 1937 Austin 12
Mike Collingburn's 1946 MG T.C.

Spectating was Keith and Pauline Fawcett who were reduced to pedalling a Cortina!!

The setting was ideal - the cars being up wind of the Steam engines and situated in a large field which formed a natural sun trap and was divorced from the Engines and Fair by a stout, high, hedge. The cars were roped off and this, surprisingly, kept back 99% of the hordes.

Twice we made an appearance in the "ring", the second time the commentator said that amateur photographers could step inside the arena to take pictures - the result was frightening! From every quarter we were attacked by (it seemed) thousands of camera swinging homos intent on crushing us unmercifully into the ground.

Escaping eventually we obtained our "teas" which were excellent but only one per car. We all picnicked until the masses had departed, then home, happy and sunburnt.

JOHN JEWISON.

COMMITTEE COMMENTARY.

A somewhat delayed start eventually saw a full team spending most of the meeting talking about the Wilsid Rally. The results of all the talking and working will show on 15th August.

Two new members were passed and welcomed - Terry and Hazel Hancock, proud(?) owners of a Triumph Renown, which is in the process of rejuvenation.

C.F. Eminson and Mrs. Eminson, owners of a 1928 Rolls. I'm sorry for the formality, but these were all the details there were on the application form.

Mentioned should be made here of the job that Keith Fawcett has taken on. He is in charge of the "Services Available" section. This means one of two things:-

a) If there is a service you require, e.g. chroming, spraying, etc.,

or

b) If you know of a particularly good service giver then contact Keith.

Next meeting - Rose Cottage, Doncaster, the Markham's residence, Thursday, 2nd September, 1971.

PATIENCE IS A VIRTUE.

Has anyone ever given a thought to the amount of pain and suffering that is endured in the compilation of this magazine? I doubt it. What am I on about, you are thinking. Well, as the writer I will tell you. I am the husband of the good lady who types the articles.

Now just imagine. You are at home in your comfortable arm-chair eagerly awaiting your favourite T.V. programme, due to start in approximately 30 seconds. Then, without warning from very close behind, the battle commences. A short, deliberate burst of rifle fire, i.e. THE TITLE in hard capital print, followed by rapid machine gun fire - Underline; then battle rages long enough to fill a sheet of foolscap and ends in a loud zipping noise as each sheet leaves the typewriter faster than a Buccaneer leaving the Ark Royal. The silence that follows is unbelievable.

I try to catch up with my programme. At this point the feathered horror in the cage above my head decides to give out his complaint about the broken peace. It's futile, I can't win, I'm stuck in the cross fire, and as I watch the captions rolling up the screen a voice behind me says "That's it, I've finished. What are you watching?"

CALENDAR OF FORTHCOMING EVENTS.

Entry forms for most rallies can be obtained from John Jewison,
24 Heatherbank Road, Bessacarr, Doncaster.

Sunday, 15th August

"WILSIC SUMMER SOCIAL RALLY". All pre-1956 cars are eligible, and entries will be accepted on the day (fee 30p). Members are especially requested to be on the field before 11 a.m. Members with or without eligible cars are needed at 9 a.m. to help with the organisation and setting up. (DIANE TROPHY EVENT) Judging starts at 11 a.m., and the Gymkhana starts at 2 p.m.

Saturday, 21st August

"SOUTHWELL SHOW". Nottinghamshire. All pre-1940 cars are eligible. Entry forms from B.Day, 3 Dunham Close, Southwell, Notts.

Monday, 23rd August

NOGGIN & NATTER & SWIMMING EVENING"
Wilsic Hall. 8 p.m., onwards.

Sunday 29th August)
Monday 30th August)

"GRAND TRANSPORT EXTRAVAGANZA"

Full details and entry forms are enclosed with this "Tradsheet". Get them sent in as soon as possible.

Monday, 30th August

"WOODHALL SPA TRANSPORT PARADE". Entry forms from M.W.Henson, "Fery Royd", Witham Road, Woodhall Spa, Lincs.

Monday, 6th Sept.,

"NOGGIN & NATTER". Wilsic Hall. 8 p.m.

Sunday, 12th Sept.

"DERBYSHIRE FIRE SERVICE VINTAGE CAR RALLY" at Chesterfield. Entry forms from S.O.Squires, Fire Station, Sheffield Road, Chesterfield.

Monday,,20th Sept.

"OLD MOTORING QUIZ". Wilsic Hall. 8 p.m. The Traditional Car Club versus The Yorkshire Historical Car Club.

Saturday, 2nd October

"R.A.F. TOPCLIFFE AUTUMN FAIR & RALLY". All pre-1956 cars are eligible.

Monday, 4th October

"NOGGIN & NATTER". Wilsic Hall. 8 p.m.