

Editors:

B. Sherburn,

P.W. Johnson,

Dear Members,

A glance at the top of the page will tell you that this is the month of "Goodwill to All Men" which means that all presents will be acceptable to us. Christmas is noted for many things, not least of which is that fact that it preceeds the TCC Annual Dinner Dance which this year takes place on Friday, the 7th of January. It may appear that there has been an exhorbitant increase in price this year. This is due to two reasons, one within our control and one not. The second reason is the obvious one of rising prices. The first is the extension of the finishing time to 1.00 a.m. This is something in the nature of an experiment, so let's have two experiments this year, one the above and the other, everybody buying their tickets before the Extraordinary General Meeting on the 29th November, 1971.

Now back to Xmas. This is being written at the beginning of November which puts Christmas a long way off, but we are assured by our respective forewomen that it will be here before we know it. So we take this opportunity of wishing all our readers a Very Merry Xmas and a Happy New Year.

B & P.

NOTE I. There will be NO club Night on Monday, 27th December, as the room has been hired out for a Christmas function.

NOTE II Trad Sheet is due out the first Club Night in the month. Because there are 12 Trad Sheets and 52 weeks in the year this means that twice a year there is a larger gap between than the rest. Have patience.

CLUB NIGHT, 1ST NOVEMBER.

"Noggin & Natter" was the order of the day (or night) and judging by the row there was plenty of both. The 10 o'clock news included a quickie discussion on club ties and a rapid vote for background colour - won handsomely by maroon. Not my personal choice but democracy must be upheld. The tie manufacturers will now produce a sample tie which will, no doubt, be on show at a club night soon.

As the weather was unusually mild for November, some members took to the floodlit car park to view the assortment of motors gathered there. A record (for November) 12 Traditional cars were on view.

The meeting was well attended with 52 members and guests being present.

J.E.J.

CLUB NIGHT 15TH NOVEMBER.

First a little grouse! I arrived at Wilsic at 7.50 pm, needless to say I was the first to arrive. The room continued to resemble a chapel of rest until the next two members arrived at 8.25 pm. By 9 pm (when the talk was due to begin, we had a total attendance of 48 and it can be seen that 22 people entered the room after the "Talk" was due to start.

/Continued.....

Now I know that some people cannot, for a variety of reasons, get there any earlier, but please can I make the point that all club meetings start at 8 pm., and I ask members to give a little thought to event organisers and particularly Speakers and TRY to arrive BEFORE the evening's events start. (If you don't agree - then write a letter to the Editor!)

Having got that off my chest I'll pass on to the main event of the evening, which was a really excellent and enjoyable talk by Tony Morgan on "Repairs to Bodywork". This took the form of a short introductory chat by Tony who touched lightly on several aspects of bodywork corrosion and damage and then asked for questions. These were answered very fully with the aid of many drawings on a black-board, which managed to stand up after an earlier collapse when it almost ended the talk before it started.

I would like to compliment the audience for their attention throughout the talk, which must indicate that I was wrong in my assumption that Technical Talks would flop. Or perhaps it just shows that Tony is an accomplished expert on his subject.

J. E. J.

FATAL STATISTICS.

The following is an abstract from a recent issue of "ADAC MOTORWELT" the German Automobile club magazine.

The German drives in a year an average of 16,500 km. The Englishman drives in a year an average of 13,200 km. The French drive in a year an average of 10,500 km.

However, England comes out on top with lowest fatal accidents per 100 million vehicle km. e.g. vehicle population times average kilometres per year driven, with the figure of 5.59 fatal accidents. West Germany follows with 8.29, Italy with 8.83 and France with 11.55.

It provides food for thought when one considers the German and Italian figures in relation to their extensive networks of fast motor roads compared to England's meagre network.

B.

STOP PRESS: Committee Meeting 6.12.71.

Diane Trophy - Rules will stand as at present, except that should more than two members win it they will hold the trophy for a proportionate part of the year and names will not be engraved and no replicas will be given.

That's the rule now after a considerable discussion and this seemed to be the best solution. Any comments?

Badge prices. Up to £1 from 1st January, 1972.
Tonight's your last chance at the old price.

B.

THE A.A. LAUNCHEST FIRST AID COURSES.

The Automobile Association in co-operation with the St. John Ambulance Brigade plan to provide first aid instruction for over 4 million motorists.

The courses given by St. John personnel are designed to equip drivers with basic first aid knowledge so that they can give road-side help to accident victims. 5,000 centres are planned for these courses. There will be a charge of 25p for each session to cover administration charges and the A.A. are to bring out a range of first aid kits for its members at £1.80, £2.75 and £4.75. plus 20p postage.

TRAD OR MOD THIS WINTER?

or

CAUSE FOR COMMENT.

Well, winter is upon us again and with it snow, ice and of course, sodium chloride on the roads to meet with the afore-said. So what happens to the traditional car? Shall we put her in cotton wool, turning her into an ornament for four months, thus buying hack transport, or shall we run her through the cold spell? Of course, winter is the ideal time in which to patch those holes in the floor and give her a quick splash of paint ready for the rallies in the New Year. I'm sure that most trad cars will be off the road, not for maintenance, but because of pure owner idleness, as it takes a great deal of work and time to keep a trad car good in winter. Is your car good enough to stand the strain of winter? (Ed. NO!!)

Let's face it chaps, the Trad Car Club will be a mod car club this winter, except for a sprinkling of stalwart trads, after all there are not many regular runners even in Summer. So stalwarts, you have decided that you are going to run her through the winter, well if you do, give her the best treatment to preserve her elegance and performance.

The condition which gives greatest cause for alarm is the presence of salt and water, both of which will attack paintwork, wood and metals if allowed to. The best cure is to keep the paintwork well washed and wax polished to keep the dirt and water out, and don't forget, the underside of the car needs washing as well. If these surfaces have been well sealed by paint or underseal, by merely spraying them down regularly with warm water, to remove the salt and dirt, a great deal of damage can be averted. Whilst you're still under the car, make sure the steering gear is well greased, and it's also much better to have oil between the leaf springs than water. Good chrome plating only needs to be kept clean, for the not so good, a smear of grease will do the trick. Make sure windscreen washers and wipers work well, a dash of windscreen washer anti-freeze will help on frosty mornings, and a spot of liquid soap will help remove the grease. Reversing lights are handy things to have, good ones remove all the guesswork when reversing. Although they are not exactly traditional equipment, they can be positioned so as not to spoil the looks of any car, and anyway a little light is better than a bent fender or wing. An effective heater will make driving more bearable, but if your Trad is a soft top like mine, you're fighting a losing battle!

Starting difficulties usually arise in winter, due mainly to the cold and damp, but a good battery and a can of Damp Start will cure most. If your Trad is kept in a garage overnight, starting trouble shouldn't arise, anyway if she won't go, you can always use hack transport - your feet!

Gilly.

Wanted for Singer Roadster 4AB.

Relay arm assembly for Steering gear.

Gilly.

THE DIANE TROPHY POINTS SCOREBOARD.

At this time in the year excitement grows (if you are near the top of the table) to see who will carry off the Trophy for 1971. So it is fitting to comment on some remarks I hear on my way round the room on club nights. Remarks like: "I'm sure I should be above so-and-so" times, I should be above "do-dah" who hardly ever comes". The fact is if you don't sign the book you don't get a point. Bob Markham who supervises the book and compiles the scores does a very good job, but if you don't agree with his totals you can check on any club night by looking back through the pages.

DIANE TROPHY POINTS.

0/5J	B. Sherburn	37
0/5J	N.S. Sherburn	37
0/9	P.W. Johnson	37
0/54J	K. Fawcett	37
0/1J	R. Read	35
0/33J	R.E. Markham	35
0/42	J.E. Jewison	35
0/33J	B.A. Markham	33
0/80	J. Pennington	33
0/54J	P.E. Fawcett	32
0/26	E. Foster	28
0/2J	F.J. Johnson	27

Up to Club Night, November 29th, 1971.

SEEN & HEARD.

Barbara Markham gave birth to a 7 lb. 5 oz. baby boy, Guy Stewart, on the 2nd of December. Baby and mother doing well. Father dashing round sticking notes under everyone's wipers spreading the news.

MORE STORK (STALK?) CLUB NEWS - Christine Smith, Scottish wife of Tony (Triumph Roadster) had Linda Marion, baby girl, on the 5th of October - Congratulations to the happy parents.

Paul Banks is suspected of buying a 1936 Hudson saloon, in rough condition, which is 96 ft. long.

The voluptuous Janet is naturally assured of masculine help when required. Her ancient Minor displayed that unpleasant trait of Minors - its front wheel fell off - at the rear of a town hostelry late at night. Three people were injured in the rush to help, twenty willing helpers carrying the car to one side and packing it up. I once broke down in town with the result that the only assistance I received was some inane advice and laughter from two drunks. C'est la vie.

While with the fair sex - Mrs. Glister had Roger's plastic peril for four days, with no soleroid. Starting in the morning involved a trog down the drive and drop it in gear, in the evening the school boiler man had to push it, the coke fumes must soften their brains. After four days the windscreen broke, I never found out why, reducing her to the "thing with no brakes", Roger's latest acquisition, and presumably Roger to the bus. C.L.V.

Stuart Carey went to see BAT3, you remember the owners, Mr. & Mrs. Holt, out in the wilds of the other side of Askern, and wound up wrapped round a lamp post viewing £80's worth of damage. And then the Holts weren't in!

Terry Price - Rily One and a Half - hopes to have it on the road this week.

CLUB NIGHT. 29TH NOVEMBER, 1971.

Extraordinary General Meeting.

The calling of this meeting was occasioned by the following figures:-

1970 - £46 income
 £26 expenditure.
1971 - £70 income.
 £70 expenditure.

Actually we are 15 N.P. in front. This apparently means that the more members we have, the more we lose. Of course, this is due to the rise in costs, but is nevertheless fact. The meeting was called to decide, increase subscriptions and by how much. . .

There were two proposals, the first an increase from 75p to £1.25 for ordinary membership and a corresponding percentage increase on the other memberships, making associate £1.60, and joint £2.00. The other proposal was 50p on all three, making Ordinary £1.25, associate £1.50 and joint £1.75. Put to the vote this second proposal was adopted. The subscriptions for 1972 will therefore be:-

Ordinary £1.25p
Associate £1.50p
Joint £1.75 p.

The Trad Sheet was mentioned, very briefly, and due to a proposal on the Agenda was not finalised. The mention was that because stationery and postage make up £58 of the expenditure should we make some economies in both post and stationery by not sending by post any Trad Sheets that are not collected on the night. In the interests of a beer break this was not finalised, but I will pose another question that would have arisen, given time. Should we change the Trad Sheet as it is now to a quarterly magazine, with a monthly news sheet? That's a question that I should like an answer to but do not expect to receive one. As the committee say, 'You're getting disillusioned'.

The other item on the Agenda was one from the Jewison boys that affected the Diane Trophy. Briefly as I remember this it was to provide recognition of winners, up to six in numbers, by various means of trophy replicas, engraving and trophy holding. After discussion it was agreed that some means of breaking ties was to be devised by the committee, and instituted with the Trophy Donor's blessing.

B.

FROM THE SOCIAL SECRETARY'S VIEWPOINT.

We start the New Year with a contest of wits (i.e. An Old Motoring Quiz) against our old rivals the Yorkshire branch of the North East Club for Pre-War Austins, at the Gimcrack Hotel, Fulford Road, York. Keen quiz fans will remember that at the last quiz between our two clubs, we lost, and since this followed our magnificent win earlier at the Wilsic it left an unsatisfactory tie of one event each.

Stewart Skilbeck the Austin Club Secretary (who shows his fine sensitivity and taste by running an Austin 12 Ascot Saloon) challenged us to a decider. We lost at the toss of a coin, so lose ground advantage.

Make no mistake about it, WE INTEND TO WIN! Our Club's name is at stake. The team will be the strongest we can field and we must have our usual strong following. A convoy of cars will leave the Sun Inn Car Park at 7 pm, to arrive at York circa 8 pm. So make a note of the date - Tuesday, January 4th.

If you leave the purchase of your Dinner & Dance tickets any later than you read this Newsletter you'll be too late. See the Calendar of Forthcoming Events for full details, cost, etc.

I've had a letter from a Mr. Sismey, 17 Grove Avenue, York Road, Doncaster, asking if anyone is interested in purchasing his 1939 Morris 8 Saloon (Series E). He says "the car is generally in good condition, but having stood for two years the brakes and steering do need attention." I feel that a small sum would secure this car, so if anyone wants a 'cheap-un' go and see the chap.

CALENDAR OF FORTHCOMING EVENTS.

N.B. The club night planned for 27th December has regrettably been cancelled, however members can visit the N.E. Club for Pre-War Austins on 4th January as a consolation - see below.

WINTER: 1972. All Club Nights are DIANE TROPHY Events.

Tuesday, 4th Jan.

"OLD MOTORING QUIZ". The N.E. Club for Pre-War Austins versus The Traditional Car Club. We have taken on the N.E.C.F.P.W.A. twice in previous rounds and scored one win each. This is to be the final decider as to who is the most knowledgeable club!! A veritable needle match which should not be missed! A convoy will leave the Sunn Inn Car Park at 7 pm. (DIANE TROPHY EVENT) for the Gimcrack Hotel, York.

Friday, 7th Jan.

"THE FOURTH ANNUAL DINNER & DANCE". At Wilsic Hall Hotel, Wadworth, Near Doncaster. Tickets on sale now at £2.00 each. Postal requests must reach Keith Fawcett, 8 Jubilee Road, Wheatley, Doncaster before 1st January, with cash. A large S.A.E. will be appreciated. (DIANE TROPHY EVENT)

* Monday, 10th Jan.

"NOGGIN & NATTER" 8 pm - 10.30 pm. Wilsic Hall. Come and collect your January Trad Sheet.

Monday, 24th Jan.

"MID-WINTER SPARES AUCTION" Wilsic Hall.

Monday, 7th Febu

"RALLIES 1971" The colour vilm of last summer's events. 8.45 pm. Wilsic Hall.

"SPRING 66" This colour film was produced by the Doncaster Cine Guild for the South Yorks. Car Enthusiasts Club.

Monday 21st Feb,

"ANNUAL GENERAL MEETING" Wilsic Hall.

* Monday 6th March

"NOGGIN & NATTER". Wilsic Hall

Monday 20th March

"PAUL JOHNSON'S TREASURE HUNT".

* Monday 3rd April

"NOGGIN & NATTER" Wilsic Hall

Monday 17th April

"FILMS" Wilsic Hall.

* "Trad Sheet" publication dates (A.B.W.)