

Dear Members,

After two years as Editor, Paul Johnson has pleaded for, and obtained, a rest from these arduous duties and you now have a new editor for your club magazine.

During the time that he was Editor, Paul did a first-class job which produced a Trad Sheet, on time, every month, and I would thank him for the hard work and effort that he put in during his tour of duty, and look forward to holding him to his offer of joint editorship after a rest.

I am assured by those who should know, that the Trad sheet is a job requiring constant effort and it cannot succeed without active support from all quarters. A club magazine should not consist of an editorial essay only, but should be a collection of graffiti from different sources, collected by the Ed., assembled into some sort of order and displayed for your entertainment and edification - with the lue decoration as a last resort.

It has never been more true that a Club gets the magazine that it deserves, than with the present stuff. To be honest the thought of work and effort in a communal leisure time activity is not too unpleasant, the thought of solitary graft is anathema.

So please, I give you the perennial plea

"GIVE ME YOUR ARTICLES FOR YOUR MAGAZINE."

Barrie S.

MEMBERSHIP RENEWALS.

May I respectfully point out to all last year's members who have not yet paid their 1971 subscription that it was due on the 1st January, 1971, and there will be no further opportunity to read about their omission as this is the last free Tradsheet for 1971 - after this it's members only.

Ordinary membership	15/- or 75p.
Joint "	25/- or £1-25
Associate "	21/- or £1-05.

CHAIRMAN'S CHAT OR JANUARY'S JOURNAL.

First of all this month, I must apologise to Norman Kitchen for the item in last Chat in which his surname was replaced by question marks. To explain this I must explain that the final 'write-up' of my article that goes to the typist is very often done at the last minute, and it says a lot for the aforesaid typist's intelligence and imagination that she can make sense out of all my sometimes unintelligible scrawl. This in fact is what happened and instead of risking getting a name wrong she left it out and due to the rush in which the printing went through it slipped past the proof-reading. Most of the members probably knew that it was Norman Kitchen that was rebuilding the A.C., but for those who didn't let's hope this puts the book straight.

Further to my article last month on the destructive qualities of salt, I understand that both Colin Holt and Tim Grisdale are on the look out for suitable hack vehicles as that, for obvious reasons, they can take their Traditional Cars off the road, but I am assured that it had nothing to do with my comments.

Just a brief word now about the Annual Dinner Dance (it seems a long time since that happened now, doesn't it?). I enjoyed it very much personally, and am very pleased to be able to say that everyone that I asked about it, and that was almost all of the people who attended were just as satisfied and enthusiastic as I was, the only complaint being that it wasn't long enough and should have continued till 1.00 a.m. As a Committee we will look into this for next year and let's hope that we can carry on the run of successes that we have had until now. It was pleasant to have the duty of officially presenting for the first time the Club's various trophies and by the way that the ladies doing the presenting entered into the amorous spirit of the thing I am sure that the competition for the trophies this year and the subsequent 'getting together' will be much keener.

Whilst thinking about this it is worth a thought to remember the first-class Club room and facilities that Mr. Dangerfield allows us absolutely free of charge and without restraint. Many Clubs would give their proverbial 'right arm' for similar arrangements, so on behalf of the Club, many thanks Mr. Dangerfield.

As I told you last month, I have finally started on the rebuilding of my Alvis Speed 20, and during the stripping process it is amazing what you find hidden in various parts of the anatomy of a car. It is a fact well known by enthusiasts that a very effective means of helping you to decide what faults a car may have that you are considering buying is to hunt through the tool box, glove pockets, door pockets and luggage compartment and sift through the mass of (usually oily and filthy) bits and pieces of car that have accumulated there throughout its life. This assortment of carburettor jets, burnt-out fuses, oiled up plugs, broken fan belts, worn out valves, used gaskets, empty packets of radiator leak cores and other oddities too numerous to mention can often be put together to give you a pretty fair picture of the car's history and the way in which it has been maintained. Without stretching my memory at all I can recall such bulky articles as:- a complete clutch unit, a road spring, front hubs complete, a set of used brake shoes, a starter and a pair of useless universal joints.

Tucked away in the more inaccessible places though are the more unusual items that has the mind 'boggling' when you try to piece together the story of how they got there. The thing that started all this off was when I took the back of the rear seat out of the Alvis body and revealed a 12 volt windscreen or rear window de-mister, the type that has an open electric element like an electric fire, and fixed to the glass by two rubber suction pads, lying at the side of this was one empty tube of transparent Bostik adhesive which had me wondering whether at some time or other some idiot had tried to stick this to a celluloid rear window on the drop-head Alvis, if they did it's perhaps as well that it didn't stick or the Alvis would probably have been a heap of ashes. On removing the off-side arm rest and side trim I found, amongst other sundry papers, a postcard dated 1957, giving full instructions of how to get by road from Scaunthorpe to Cardiff, most illuminating, but finally, and to cap it all, when I removed the near-side arm rest and trim, reposing in the bottom of the gap between that and the body panel was a small bottle containing an oily liquid that I took to be linseed oil, but it gave off such a foul smell when opened that I couldn't imagine what it could be. Being intrigued by now, I rummaged away the dust and rubbish in the bottom of this hole and came up with an almost illegible piece of paper which turned out to be a label, obviously off the bottle, the words genital organs being about the only ones that were readable made it all the more mysterious, eventually after meticulously cleaning the label it turned out to be a bottle of 'Keepaway' to be used on dogs (female version) evidently to discourage the amorous attentions of the other sex, one wonders how on earth it came to be where it was.

Thinking back I can remember several other unusual 'finds' very easily, such as a brand new nylon hand brush under the back seat of my M.G. 'Y' type;

an expensive boys or youths released at the back of the rear seat in the Jag 9. I wonder who got blamed for leaving that behind somewhere, also in the Jag was about 1 lb. of floury stuff under the front bench seat that I never did find out what it was, it would probably be very interesting to hear about other 'bits and pieces' that you may have found, why not write to the editor and let's hear about them.

Finally, I must thank the eight stalwarts of the Club who turned up at my garage last Thursday in pouring rain to help me lift the body off my Alvis, it shows the Club spirit still lives. The chassis is now in a pretty fair state of nudity and by next Chat I hope to have it completely stripped ready for shotblasting and zinc-plating.

DIANE TROPHY - FINAL PLACINGS 1970.

<u>No.</u>	<u>Name</u>	<u>Att.</u>	<u>Poss. Att.</u>
0/42	J.E.Jewison	36	37
0/5J	Mrs. M.S.Sherburn	35	37
0/8	P.H. Johnson	35	37
0/54J	K. Fawcett	34	37
0/5J	B. Sherburn	33	37
0/51J	R.C.Holt	33	37
0/1J	R. Read	33	37
0/33J	R.E. Markham	33	37
0/51J	Mrs. H. Holt	32	37
0/33J	Mrs. B.A. Markham	31	37
0/54J	Mrs. P.E. Fawcett	31	37
0/2J	F.J. Johnson	30	37
0/55	J.B. Harvey	27	37
0/62	H. Hosmer	27	37
0/57	A. Hemmings	24	37
0/69J	P. Banks	24	37
0/26	E. Foster	23	37
0/3J	R. Glister	22	37
0/13J	A. Stones	21	37
0/13J	Mrs. J. Stones	21	37
0/47	A. Beaumont	21	37
0/3J	Mrs. A. Glister	19	37
0/4	T. Grisdale	18	37
0/53	J. Pacey	18	37
0/63	B. Tuxford	18	37
0/58	J.C. Rhodes	16	37
0/1J	Mrs. E. Read	15	37
0/32	T. Miller	15	37
0/45	S. Carey	15	37
0/15	D. Croft	14	37
0/D0	T. Winda	14	28
0/39	J. Wood	11	37
0/71	F. Robinson (Gillie)	11	19
0/52	E. Darrington	9	37
0/56	H. Collingbourn	9	37
0/2J	Mrs. B. Johnson	7	37
0/68	S. Hague	7	37
0/78	B. Saxton	7	34
0/61	A. Morgan	7	11
0/64	K. Nicolls	6	37
0/80	J. Pennington	5	37
0/79	J. Wathey	5	11
0/10	A. Hayes	4	11
0/14	R. Clarricoates	2	37
0/18	N. Gillard	2	37
0/27J	Mrs. C. Priestnall	2	37
0/27J	L. Priestnall	2	37
0/60	E. Taylor	2	37
0/44	Mrs. H. Nicolls	2	37
0/65	J. Sunday	2	37
0/67	R.F. Murray	2	34
		2	34

0/72	A. Higgs	2	18
0/73	A. Smith	2	11
0/76J	R. Fawcett	2	11
0/76J	Mrs. A. Fawcett	2	11
0/66	D.H. Bates	1	34
0/69J	Mrs. Banks	1	37
0/73	R.H. Tomlinson	0	11
0/74	E. Kitchen	0	11

SEEN AND HEARD.

Ray Beaumont, the well known Ringer (owner) is a new Dad - Congratulations to you both - and baby.

The Pre-49 Car Club have changed their title to The Yorkshire Historic Car Club. This clashes a bit with the Yorkshire Thoroughbred Car Club so we shall have to keep our wits about us.

Ray Read has now started the rebuild of his Alvis Speed 20 D/H Coupe. The wings and body are off and Ray is pleased to find that all seems well in the woodwork department. He is quoted as saying it will be ready for Spring 1972. (If the ruptured members are fit enough to lift the body back on.)

A circa 1946 1½ litre Jaguar saloon is in the forecourt of the Halfway Garage at intersection 31 between the A1 and the A57. The car is complete and in need of some work and is presumably for sale.

Many happy returns to John Jowison's Austin 12 "Nulli Secundus" who is 34 years old this month.

A Sunbeam Talbot 10 D/H Coupe of about 1939 vintage has been noticed recently in the Doncaster area. Anyone know of it?

John Pennington has, we understand, sold the Morris 8 Saloon he only recently acquired.

TRADCAR BOOK REVIEW NO.16.

"Travels of a Capitalist Lackey." Fred Barnett (Allen & Unwin) 25/-

It is now six years since this book was first published and it was pushed at me by a friend who knew my failings for books with an old car flavour. The subject of the book is a journey of 10,000 miles in an open 1926 Alvis 12/50 across Norway, Finland the U.S.S.R., and Turkey. An ambitious journey by any standards but in a 1926 Alvis - phew! the mind boggles!

This is Fred Barnett's first book and is an off-beat hilarious account of this fascinating journey. It is fluently written with a piquant, brittle turn of phrase. Although now employed as a publicity chief with a publishing organisation, he still hankers to do a similar journey, but now there are additional difficulties - a wife and mortgage.

J.E.J.

FOR SALE.

1936 Buick McLaughlin limousine. "Perfect". Tel: Doncaster 54368.

1949 Riley 2½ litre MOT. "beautiful". £245. 312 Horbury Rd., Wakefield.

1936 Austin 20 Hears "very good". Tel: "Ken" at Scarborough 3797.

2 wheel braces (one for large stud and one for small) 1/- (5p) each.
John Jowison, 24 Heatherbank Road, Bessacarr, Doncaster.

1925 Talbot 2 seater with sickle. F. Miller, 61 Calwood Drive, Anthonrpe.
Tel: Anthonrpe 492.

1937 Austin 14 Saloon. £75 o.n.o. Gill, 9 Littlemoor St., Balby, Doncaster.

1936 Morris 8. Offers to P. Whillings, 16 Boothferry Rd., Howden Cools.

H.G. PA part dismantled, suitable for rebuild. 24 High St., Catter,
Sountherpe. Tel: Scun. 762160

1947 Rover 10 Saloon. T & T. £65 o.n.o. 26 Grange Ave., Hatfield, Doncaster.

WANTED.

Austin 7 rolling chassis with engine and gearbox. Dronfield 5139

Bosch DU4 magneto, with coil ignition contact set fitted.
Stilbeck, 4 St. Nicholas Drive, Durham.

Austin 7 Ruby, must be cheap. Gill, 9 Littlemoor St., Balby, Doncaster.

CALENDAR OF FORTHCOMING EVENTS.

Monday, 8th Feb. The Annual General Meeting at Wilsic Hall.

Monday, 22nd Feb. "Rally Motopoly". Paul Johnson is now accepting entries for this event. Entry fee 3/-d per car and there will be a magnificent prize for the winner. Don't forget that you will need an official street plan of Doncaster, price 5p. For those not competing there will also be a Noggin & Matter at Wilsic Hall and the Rally will end at Wilsic in good time for a thirst-quencher.

Thursday, 25th Feb "VISIT TO PETER BLACK'S CAR COLLECTION." This is a most interesting and varied collection of Veteran to Post-war cars. It can only be seen by organised parties. We regret that only members who have booked can attend this time.
DIANE TROPHY EVENT. Meet at 6 p.m. at Sunn Inn Car Park.

Monday, 8th March Films. Wilsic Hall

Tuesday, 9th March "MOTORING QUIZ" The Morris Register v. The Traditional Car Club. At the Gimmerack Hotel, Fulford Rd., York. Convoy leaves Sunn Inn Car Park at 7 p.m. exactly.
DIANE TROPHY EVENT.

Monday, 22nd March Noggin & Matter Wilsic Hall

Monday, 5th April Car Drive Wilsic Hall

Tuesday, 6th April "MOTORING QUIZ" The North East Club for Pre-war Austins v. The Traditional Car Club, at the Gimmerack Hotel, Fulford Road, York. DIANE TROPHY EVENT.

Monday, 19th April Noggin & Matter Wilsic Hall

Monday, 3rd May Instructive(?) Talk Wilsic Hall *

Sunday, 9th May "The Yorkshire Historic Car Club Rally" *

Monday, 17th May Noggin & Matter Wilsic Hall

*to be confirmed.

CALENDAR OF FORTHCOMING EVENTS (CONTINUED)

Monday, 31st May, "Judging Contest" at 11.15

Sunday, 13th June "Askern Vintage Car Rally & Concours"

Sunday, 15th August "THE TRADITIONAL CAR CLUB'S ANNUAL SOCIAL & RALLY & CONCOURS." at 11.15

Our third dinner dance was just as successful as the previous ones is to be confirmed. The food from the Wilks' kitchen was good and plentiful - the wine flowed in abundance and the music, for those who cared, continued unabated.

I would be the first (but not the loudest) to admit that I am a fan of a spanner than a dancer, just as a measure of my dinner dance's success is whether I have a good time.

Tim Grisendale mentions that he has available a supply of new but old style push button windscreen washer kits at 10/- per job. If anybody is interested please contact Tim.

Between John Pacey and John (Jack), was the fine supply presentation and the Chairman's short witty address - the word play has absolutely nothing to do with the car.

John Pacey has for sale his 1938 British Saloon S4C Saloon. The engine bottom end and cylinder block has just been overhauled by Bob Arnetto. The body is in fair condition built by Eagle. There are brand new Kingpins-Bushes and track rod ends, and other goodies available all ready for assembly, all for £85 which virtually covers cost of engine and spares. Contact John for further details.

The winners were by the way, and my congratulations to them.

THE TRADITIONAL CAR CLUB'S THIRD ANNUAL DINNER DANCE

Friday 8th January dawned as it inevitably had to. The most important thing about this day was that it was the Traditional Car Clubs third Dinner Dance. Dinner Dance day is to my mind a completely different sort of day in a clubs life - it symbolises the end of a successful club year. It is a day which brings all members together without the slightest thought of cars or their inevitable foibles. It is a day on which the ladies, for once, come into their own - and it is a turning day, for on this day we look back on one year and forwards to the next.

Our third dinner dance was just as successful as the previous ones in all respects. The food from the Wilsie kitchens was good and plentiful - the wine flowed in abundance and the music, for those who cavort, continued unabated.

I would be the first (but not the loudest) to admit that I am handier with a spanner than a dancin, pump so a measure of any dinner dance's success is whether I drag myself away from the booze in order to cavort - which I did.

Some highlights of the evening, apart from the bread roll battle between John Pacey and John Jewison, were the Club Trophy Presentation and the Chairman's short pithy address - the word pithy has absolutely nothing to do with his consumption of Asti Spumante by the way. We also saw the start of a naturist movement from Angela and Pacey, but more of these dark deeds later. Back to dignified club functions such as Trophy presentations. Somehow or the other Ray managed to persuade Diane, Pamela and June to present the Trophies and I am quite sure that the winners appreciated this gesture, because there is no doubt that all three of these ladies are much better looking than our Chairman.

The winners were by the way, and may congratulations to them:-

John Jewison	- Diane Trophy
Middle Foster	- Jewison Trophy
Paul Banks	- Bestobell Trophy

This presentation was performed in conjunction with Rays aforementioned address.

It was after all these dignified functions that Angela took John Pacey's shirt off, I am sure that it would have escalated had we not poured John another brandy where upon he collapsed unconscious.

We had plenty of visitors at the dance and all of them appeared to enjoy themselves immensely. Barry Sherburn was being an excellent "main host" at the large table - I never cease to wonder at this knack of making people feel at home in spite of bruised femurs (or females).

One of the few dances I was dragged into was the Spot Dance where Keith and Pauline performed a variation on the theme, Pauline being the spot.

On mundane matters - financially we ended up a few shillings, and I mean shillings, in profit over the total cost, which exceeded an hundred pounds. As Mr. Micamber said - result happiness.

Even the way home to our respective continuations seemed to go well, nobody was stopped by the "fuzz" - I personally even had my rear wheels crossed as well as my fingers and toes. I believe various people lost their way - I know Bob Markham ended up in London, He swears he meant to go there but I have my doubts.

I suppose another measure of the evening's success is that I could go on and on writing about it - but I won't - lets enjoy next year when it comes.