

Editor. B. Sherburne,

Dear Members,

May I first of all take this opportunity to wish all members and their families, very many Happy Returns of the Day, whenever their Day is due, with a postscript that mine is due shortly and no tobacco please, I've stopped smoking.

The latest A.G.M. was not particularly spectacular, the most outstanding thing about it seemed to me to be its growing similarity with most other Club's A.G.M.'s. It almost seems a pity to have one but it's legally compulsory and it serves the useful purpose, if they take it, of giving members the opportunity to air their views to the reasonably captive rest of the club. I must put a plug in here that the Trad Sheet represents the alternative method of airing views, with the added advantage of remaining anonymous if one so desires.

There was some discussion set at the A.G.M. on the theme "Where are we going?". The aims of the Club are very clearly defined in paragraph 2 of the rules and bear repeating here.

- a) To foster the spirit of enthusiasm in the members for the preservation and use of Traditional cars.
- b) To provide material assistance of all forms in the rebuilding, renovation and maintenance of these vehicles.
- c) To promote social meetings designed to assist the group spirit between members.
- d) To organise competitions and events suitable for Traditional cars, e.g. concours, driving tests, social runs, visits etc., and to liaise with other clubs in similar events.
- e) To afford members such benefits and privileges as it may be possible to arrange.

The problem arises in the achievement of these aims. It is very simple, and if it happened would be very effective, to say that everyone should enter into the spirit of the objects remembering that one gets out of anything only what one puts in.

This is possibly dreaming, so returning to reality may merely make two points, or really make one point and pose one question.

1. The organisers of events for your entertainment receive no tangible reward at all, only the feeling of having given pleasure to others if the event, whatever it is, is a success, which it cannot be without your active support.
2. Have YOU done all you could towards meeting the aims, and if not, why?

That's the end of the first sermon editorial (sermon?). Don't despair, this one may be an all time low and they will improve with practice.

Bernie S.

The absence of the usual Chairman's Chat article this month can be blamed on Ray's search for a Jensen 541 R. Success has crowned his endeavours and (all being well) if you go outside tonight you'll see a splendid example of the marque - and it had a word for the first of its three owners.

Congratulations are offered to John Pennington who has recently passed his four wheel driving test and escaped from the Reliant Three Wheeler into a very smart Triumph Spitfire. That well known Austin fencer, who will remain nameless, hopes that you find time to get one of your pre-war Austins on the road for summer, John.

TRADCAR BOOK REVIEW NO.17.

"Car Badges of the World". T.R.Nicholson. (Cassell). £1.50.

This nicely-produced book depicts 130 motor emblems and explains their background - not an easy task since the better the make, the less addicted its makers were to badge-itis, remember Packards reluctance to advertise themselves except on the hub-caps?

The production cannot be faulted and the author is one of the most competent automobile historians in the world.

J.T.J.

PETER BLACK'S MUSEUM TRIP. 25TH FEBRUARY, 1971.

A return visit had to be made to this Aladdin's cave of cars, no attempt will be made to catalogue the contents of the place, suffice it to say "there's stacks" - if we could have got everyone to agree the twenty or so members who went could have had a couple each and still left plenty.

A slightly longer time was allowed in the museum for this visit, plus a trip upstairs where among numerous small pieces there was about twenty vintage sewing machines.

A magnificent plate of haddock, chips, peas and battered mushrooms in a local chippie rounded off a very pleasant evening.

Anyone who hasn't been on either trip doesn't know what they've missed and should start organising another visit.

J.S.

THE STORY OF A THREE SALMON SAGA.

PART ONE OF THREE.

It all started with my girl-friend's father knowing a friend of a friend who knew someone at work who had an old car for sale. After days of hunting round the wilds of Rotherham, I managed to trace the address. Name of owner, and make of car, "A British Salmon". "Never heard of it" I said. (My ignorance showing through again). My father enlightened me as to the existence of such a name with "Oh yes, I remember them well." But there it ended, giving me no further indication as to what type of vehicle they were or who built them.

Off I went into the unknown, and by and by I came across "Pandora II". The lad who owned her wanted £85 of course, to have it towed away. May you dream of rotting cars in your sleep,

I thought, since Pandora II was in that sort of condition. I said "not interested" and left, but as things move in strange ways, after a week the Beauty or Beast was mine for the total sum of £15 plus the cost of a rear panel on the firm's van, pulled out whilst towing it away.

The only real use this car has given me is that at Sandbeck Park in '69 - noticed here and there odd cars with that strange name written on them. That day I was almost bodily grabbed and pulled into the Traditional Car Club. I am still wondering just how I came to join so quickly without knowing it happen.

Pandora II is still in the same place where I put her after buying, and also in the same condition - goodworn, dusty and now minus odd bits and pieces. The name suits it well.

(to be continued).

"LETTERS TO THE EDITOR". YOUR VERY OWN CORRESPONDENCE
CONTINUED

Dear Barrie,

I thought it was time to put you to paper in reply to Ray's remarks in a recent "Tradeheet" re the running of Traditional cars in wintertime.

May I say first of all that I agree with his remarks insofar that the amount of necessary maintenance is a prohibitive level.

I started running the Robinson on 1.11.70 and since that date I have covered over 7,000 miles and it has proved to be reliable despite one or two minor irritations of "things" going wrong. The car does a round trip of six miles plus each day, six days a week, and consequently I have not a large maintenance problem. On the face of it I am really pleased with the overall performance as I have averaged just over 28 to the gallon with an oil consumption of 700 miles per pint on "Castrol R". I seem to have squirted tonnes of grease everywhere, spent a fair bit on odds and ends and I've always had to be fiddling with something or other that wasn't quite right. On the plus side, my vocabulary has been greatly extended!

Without doubt the worst evil is salt. Although this mineral is vital to the well being of humans - cars need it like a "hole in the head". It is quite incredible just how much trouble it can cause. I remember calling on Bob one weekend recently and found him voicing his opinion, none too delicately, on the same subject. At the time he was displaced somewhat horizontally under Lane's Renault freeing off the steering. I thought I had got away with it, having passed up every week - but the next week proved to be a bit of a pig. Brakes held on when they shouldn't - the steering disappeared, having become very stiff, and the throttle linkage decided to jam up in the open position with an interesting effect! After several hours work on the Sunday all was back to normal - but what happened to the weekend? However, I can say that my motoring is much

interesting than it ever used to be.

There was a time when folks didn't know what piece of 'rusty tin' I was going to appear in, and this took to an abnormal low with the J2 Austin van. The volvo 15/50 did sterling service and when started up was sold to get my present machine. The Nelson van given what could be described as a quick "tidy-up". The mechanical side was done through and the wiring was completely replaced. This left the painting and the making of a hood, which was a riot, but that's another story. All that remains now is the interior which is tatty.

Belonging to the "F.C.C." I was a bit marked to receive a comment that I really shouldn't be running the car in its present unfinished state as its general appearance was not really up to scratch!

I deduced that one should keep one's Traditional Car locked away and highly polished, but the fact that this car is my sole daily transport means that it gets a lot of hammer. It is washed at least twice a week but the combined efforts of coal lorries defeats any attempt at keeping it gleaming. May I say straight away that there are certain cars in the club which I certainly would not drive in these conditions, because they are so well finished that this abuse would be a waste of an awful lot of effort. As far as I am concerned, cars are meant to be driven, and with very few reservations I thoroughly enjoy Traditional motoring.

In conclusion may I say that whilst there is an awful lot of work to do, to keep Traditional Cars in the pink in winter, I think it's worth it and if at all possible I shall continue to run until such time as a suitable alternative can be obtained, thus enabling me to complete the "tidy-up"!

TIM GRIBBARD.

COMMITTEE COMMENTARY.

So that members may have the opportunity of knowing what's going on in the Club, a regular feature is to be run entitled - wait for it, COMMITTEE COMMENTARY. This aims to report broadly on the current committee business as it affects members.

To start this, the following is a brief run down of committee members with some means of identification for the initiated on Club Nights.

Ray Read - alias "The King". Our youthful chairman, short, fair-haired and dare I say it, rather plump. Usually recognised as the gent who thumps on the table about 10 p.m., and proceeds to chat. Up to his elbows just now in a dismembered Elvis Speed 20.

Johnny Johnson - our non-smoking, non-tie wearing secretary - recently appointed Headmaster of Anchorage Lane School, nonfire site - pechant for encouraging others in his own mania of multi car collecting - at present he is down to an all time low of two - V. 11 and British Nelson 20/90 plus a Vincent two wheeled aeroplane.

Roger Clister - our smoking treasurer - lives out in the wilds of Norton - a committee meeting at Rose Cottage involves a trek beyond the beyond. Proud owner of a quadruple garage, several cars in various stages!! and Angie, master of facial expression.

John Jewison - our large economy sized social secretary - married to a Brown Owl - painful and murder when Pam finds out. Inordinately proud owner of a '37 Austin 12 "Nulli Secundus" about which his boast is "Never has a speaner on her".

Don Sherburn - our beautiful and charming registrar with impeccable taste in husbands - part owner of Triumph Roadster which demonstrates her taste in cars - "Don" is an abbreviated form of Dorcen.

Paul Johnson - our lightweight committee member and meeting editor - expert at cramming cars into his drive - protests from Diane, of Trophy fame, are resulting in a splendid double garage and even larger drive.

Keith Marcett - our plump, but reducing, hireite committee member - Jack of all trades, printer, raffle runner etc., etc. At present feeding off the Alvie bug by buying one to go with a Ford. Bentley and not so Ford Vitesse.

Bob Markham - our slim, hireite committee member. Affluence of Jackie Stewart, so easily recognised by J.C. Goodies, e.g. J.C. hat, J.C. hair, etc. In charge of "The Book" and Trophies.

and last but by no means least, (15½ stone) Berrie Sherburn - editor - according to my spouse will be easily recognisable in three months - black eyes, bruises, and four flat tyres on a Ford Roadster, all inflicted by a short suffering libellous membership.

B.S.

COMMITTEE MEETING 1ST MARCH.

This particular meeting was unusually short and finished shortly after ten p.m., having discussed, amongst other things, the following, which - offer for your comment.

1. The Foster Auction at Leeds. This is fast becoming a hardy annual event at the Rothwell Motor Auctions when for a change older cars are offered for sale. The discussion centred around whether attendance at the auction should count as a point towards the Diane Trophy. After a deal of talk it was put to the vote and the decision to not make it a Trophy event was narrowly obtained. In order to avoid bias I will not list the pro's and con's but leave it to you as to whether you agree or not.

2. Morris Register Quiz. Details finalised and the questions raised, are the quizzes effective as entertainment and how can they be lived up to? We don't know, perhaps you could help us?

3. Convoys - Again a response would be appreciated from you. Convoys have been tried at various events, both in winter and summer, in trad and modern cars, with very mixed success. Very occasionally they worked very well, but more often the one big convoy breaks up into several smaller ones, sometimes even before the start. This can be vexing for the early bird who is on time,

write you for everyone to turn up and finish up on his own and lost to the do. What can be done?

A first class supper was then served by our charming hostess after which our chairman put his foot in it - it being a cup of tea. Glassy blitzer - and so to the next meeting - March 23th at J. J.'s residence.

And we follow that with what else but:-

THE TRAD GILLET JOKE.

The local constable peddling along the highway on his cycle was overtaken by a car going like mad. Just as it went by it spun four times, shot through the hedge backwards into the field, turned over twice throwing the driver out, and burst into flames. The bobby cycled over to the recumbent driver, smelt his breath and said "You're drunk", to which the driver replied, "Of course I am, do you think I'm a b---y stupid driver?"

And a true story - so I'm assured and beer in mind - "to the pure all things are pure".

A young woman went into Boots and asked for some deodorant for men. The male assistant asked "do you want the ball type?" "No" she answered, "it's for under his arms."

And a handy (or useless) tip - the effectiveness of which except to responsibility for:-

TUMBLERS - when two tumblers are wedged together, stand them in fairly hot water and fill the inner one with cold water.

VISIT TO THE AUSTIN CLUB FOR PRELIMINARY MEETINGS AT YORK ON 2ND FEBRUARY.

A dozen or so of our more enthusiastic club members made the trip to York on a dismal evening to give a showing of our film "Relics 1962" with supporting programme. We were hospitably received by the Austin club who thanked us warmly for coming, but the meeting could not be regarded as a complete success for only a handful of the Austin club's membership turned out.

The Austin club has only recently made the Glenrock Hotel their headquarters (shared by the Morris Reglater) and the hotel is ideal as a car club meeting place with a large well-heated room with bar and a good car park outside. Moreover, the room made a lot more people inside before a lively-like atmosphere can be generated.

But, back to the subject. My good old commentary on the film - a job he does expertly after the practice he had at Sandbach and Warkton last year. There was the usual cheers(?) and enthusiastic(?) applause when a certain Austin 12 appeared on the screen and a self-whistle at the brief shot of a young lady draped over a 2.2.7.

After the meeting a good scrabble was made to a local 'chippie' where those who were not all mingled with gusto and chips.

J. J. Jewison.

New York, Sunday - The Ford Motor Company is reported to be making plans to revive its Model V car, but it will be built and sold only in Asia - L.P.L. (From the Yorkshire Post, Monday, 1st March, 1971).

MOTOPOLY 1971.

It was a good clear night, no fog, no snow, no ice and a cool N.W. wind was blowing - an ideal setting for a quick through round Doncaster.

I arrived at just past the hour of seven, and already one patrol was waiting - that being J. Peacey, driver, and P. Johnson, navigator. Just because I said the fire station car park there was no need for them to pull up to the fire station forecourt.

As I pulled into the car park a red mini came down Town Moor Avenue - the rev counter must have been in the red! This was K. Sweett and crew. I quickly burst up round the car park, and then screeched to a halt. "Here's the starter. Let's be off." A quick explanation and then rev counter in red again and off.

By this time J. Peacey had driven his British between up to the start. By then others had been turning up, and the next to arrive in a new Triumph Spitfire was P. Mannington. As he had not done this type of rally before I gave him several ideas of how it was done. By this time Barrie and I had arrived, and to them it would be easy, last year's winners could well make the double. Close on their heels came K. Markham, complete with Jackie Stewart gear (but not a word you fools). This year he had learned to work the rally route out first, not dash straight off. Next was J. Carey, complete with traditional car, followed by our Chairman A. Head in that beautiful Mk.2 Jaguar. Next to arrive was "Tops" carrying the Glimmer team. By this time my other organiser had arrived, but I was glad to note he had changed out of his Zenote clubber! The last one to arrive was T. Miller in a Mk.6 Bentley. Only J. Saxton was missing - I waited extra time and then left for the finish at 11.15.

On the way there we were passed by the first patrol by, Keith Sweett who was waiting for us at 11.15. He had all the treasure, his chance questions were correct, but the answer let him down. After that no one arrived for half an hour and then the rest started rolling up. True to form our Chairman was last to finish. After all the scores were added up it was a tie between Barrie and Jey, with Barrie taking first prize because of correct mileage.

So now, if any one wants a copy of last year's calendar, a candle, a piece of holly or a train time-table, please contact the organisers.

P. Johnson.

Results.

1st	B. Sharburn.	7th	J. Carey.
2nd	A. Head.	8th	P. Mannington (winner of
3rd	K. Sweett.		Scoby Prize - one tin of
4th	A. Glimmer.		plus gas).
5th	J. Peacey.		non-finisher T. Miller.
6th	K. Markham		

CALENDAR OF FORTHCOMING EVENTS.

- Tuesday, 9th March. "OLD MOTORING MEET". MOTOR CLUB for 1935-36 at the "Innards" Hotel, Bulford Road, York. DIAM. TROPHY MEET. Convoy leaves Sun Inn car park at 7 p.m. prompt.
- Monday, 22nd March. "HOGGIE & HATTER". Wilsie Hall. 8 p.m.
- Monday, 5th April. "CAR DRIVE". Wilsie Hall. 8 p.m.
- Tuesday, 6th April. "OLD MOTORING MEET". MOTOR CLUB for 1935-36 at the "Innards" Hotel, Bulford Road, York. DIAM. TROPHY MEET. Convoy leaves Sun Inn car park at 7 p.m. prompt.
- EASTER MONDAY, 12TH APRIL. "VINTAGE & VETERAN MOTOR AUCTION" at Central Motor Auctions, Rothwell, Leeds.
- MONDAY, 19th April. "HOGGIE & HATTER". Wilsie Hall. 8 p.m.
- * Monday, 3rd May. "DESTRUCTIVE TALK" * Wilsie Hall. 8 p.m.
- Monday, 17th May. "HOGGIE & HATTER". Wilsie Hall. 8 p.m.
- Monday, 31st May. "JUDGING CONTEST". Wilsie Hall. 8 p.m.
- Sunday, 13th July. "PENNY WISE MOTORING VINTAGE CAR MEET", at Colleton Park, Nottingham. 350 plus pre-war cars expected. Attractions include:- autojumble, balloon race and raffle (prize - pre-war car!). Entrants with pre 1940 cars should send a stamped addressed envelope to:- The Festival Officer, 54 Milton St., Nottingham.
- * MONDAY, 15th August. "T.C.C. ANNUAL SOCIAL DANCE" * Wilsie Hall.
- * TO BE CONTINUED IN LATER TRANSMISSIONS *