

Editors: B. Sherburn,

P.J.Johnson,

Dear Members,

First of all, welcome back to Paul, your other editor, all the best magazines have two editors and yours is no exception.

The season grows closer, in fact when you read this your car, and we hope ours, will again be taxed and tested and legally on the road. It always seems a bit of a twist that a car that spends most of the year being titivated both mechanically and aesthetically and runs perhaps 5000 miles should have to be tested at the same time frequency as a 50,000 mile per year, ill-maintained hack. Still, that's life I suppose, the M.O.T. test serves a purpose even if it's only to upset me twice a year. There are obvious advantages to be had by patronising the same garage for the M.O.T., at least they get to know the car and you get to know them. But where in Doncaster and district is the best place to take a Trad car for its annual chassis poking? I would be delighted to hear of a reliable sensible place, and I imagine so would many other members.

There are entry forms for several Rallies available now. John Jewison's the chap to see for them, so let's have you all at it, and afterwards you can go Trad car rallying.

B. & P.

QUIZ NIGHT - 5TH MAY, 1971.

On Wednesday, the 5th of May, we are taking on the Yorkshire Thoroughbred Car Club at a Motoring Quiz. In order to give our team every assistance your prescence and vocal support is earnestly requested at "The Spotted Cow", Outgang Lane, Huddersfield. We meet at the Sun Inn car park at 6.45 p.m. for a convoy there. Don't let the time scare you, we'll wait five minutes.

T.C.C. SUMMER SOCIAL RALLY, WILSIC HALL, 15TH AUGUST, 1971.

Attached to this newsletter, members will find an entry form for the above rally. This year we have found it necessary to make an entry fee of 30p. How about breaking the habits of a lifetime and returning it before the closing date of 12th July.

CLUB NIGHT - 5TH APRIL, 1971.

The night after my birthday, in case you're interested! A Car Drive was being ventured, for the third time, and for the organisers it was a bit of a moment of truth. The first time one was tried it went a bomb, once it got started, the second one is best no remembered, it only got as far as putting three dice out, and so to the third. Eventually, twenty-eight members played with six spare as it were, who were able to join in as they wished. Obviously, this "harmless fun" is not to everyone's taste, as at least four individuals beat a somewhat hasty retreat as it was being set up. However, I would venture to say that the majority enoyed it. Ray Read definitely enjoyed it, espeically John Pacey's entrance, he being followed by Linda in a short, clinging, dark dress with white boots. Ray was still remembering it longingly next day!

After an usually noisy, cheating, chair swapping game examination of the cards showed Tim Grisedale to be the winner. For this undoubted feat of chicanery he received "a complete tool kit for a British Salmson" that is, a plug spanner. The ladies prize, understandably, perhaps, with Ray adjudicating went to Linda Hunt, that's right, short, dark, and clinging, and that's only her dress. The suggestions regarding the car wash mitt prize were many, varied, and in the main, indecent.

B.S.

CURSES.

I have come to the conclusion that I am under a curse from the Gods - why I don't know. Of course, men have suffered from curses right from the beginning of time. Some have been novel and original, some have been downright sadistic, but none have quite combined the same cruel mixture of sadism, mental and physical torture and expense that my curse reveals.

I am cursed to always own a British Salmson - no matter what. In some time past, in some previous life, I must have offended the Gods, I can't remember how. I hope at the time it was pleasant, most of the characters who got stuck with a curse did something evil and pleasant with Venus or Juno or Echo or some Nymph(c) or the other, but I reckon from the magnitude of my curse I must have had one real big scene.

If you look at some of the other curses you will see just what I mean, and I think you'll agree that old Jupiter, who is the sort of chief magistrate in Olympus, was handing out pretty heavy sentences when he dealt with my case. One of the better known curses was given to a young lad called Narcissus, he was a bit of a queer and only really fancied himself. It was Narcissus who got mixed up with the nymph called Echo, she already had a minor curse for talking too much and could only speak when spoken to, which shows that sometimes the Gods know what they were at. Echo really fell for Narcissus but couldn't get anywhere for obvious reasons, she went into a decline and turned herself into stone. This upset everybody and Nemesis who was the female on the bench, sentenced Narcissus to look at his own face until he died and then go to Hades and look at his own face in the River Styx for ever afterwards. All that was left of him on Earth was a yellow and white flower. Well that'd not a bad curse is it? No expense, no cut fingers, no grease, just gently lying there looking in a river. Mind you, in his case he didn't actually do anything, quite the opposite in fact, so we had better look at somebody else. But III for instance - he is obviously cursed to own a Morris 8 for ever, but this is mild compared to my curse - now if we contravened the acts in some way in ages past, why this difference in sentence. Perhaps we didn't commit the same sins - what did Colin do - the mind boggles. Then there was the character who was sentenced to two curses running one after the other - the first one being that everything he touched turned to gold, and then he had to have asses ears. Once again, mild, even pleasant curses. Certainly nothing to complain bitterly about. His name was Midas of course.

There was the occasional vicious curse. One man was chained to a rock, and regularly, every day on the hour, a large bird would come and nibble his liver. Another poor devil was cursed to push a dirty great boulder up a hill and then just as he gets to the top some swine trips him up and pushes the boulder down again. He's been doing this for about 5,000 years now. It's probably the longest keep-fit course on record.

One thing is consistent about all these curses however, the victim cannot get rid of the curse. I have tried time and time again to get rid of Salmsons - I've given them away, sold them, crashed them, broken them, but they are always with me. In fact they multiply - look at the Trad club for instance. I can guarantee that if I stay in this area for ten years, it will be swamped in Salmsons all personally delivered from Olympus, and all owned by people who must have been evil in the past.

JOHNNY J.

CHAIRMAN'S CHAT OR APRIL 'APPENINGS.

As you saw in last month's Tradsheet, all that I managed was a blank "space reserved", this was due I'm afraid, to a number of time-consuming jobs taking precedence, not the least of which was the dreaded interior decorating 'lurgy' which affects many people at this time and as my particular chore was the hall, stairs and landing etc., it took me longer than usual, now it's almost done so I can gradually get back to my other jobs.

First of all, progress on the Alvis rebuild has been nil for the last six weeks, before that I managed to strip most of the remaining parts off the chassis, all that remains now is the front and rear axle units and the basic engine with most auxiliaries dismantled. Fortunately, I have not come across anything which is likely to cause me any unexpected trouble, so I am hoping to pick up this lost working time on the re-assembly.

Following on the article in the January 'Chat' about salt corrosion, the use of plastic cars etc., several interesting things have happened, firstly I have taken my own advice about running a fibreglass bodied car as a hack, and I have managed to purchase a Jensen 541R which has the necessary body requirements and a chassis too. I may say at this stage, after a very short acquaintance, that it is a very satisfying motor car, being fast, relatively comfortable and quite good-looking in a non-modern way, in fact, it has many vintage characteristics about it. Secondly, Roger Glister followed rapidly in my footsteps and purchased a Reliant Scimitar, which also fulfills the anti-corrosion requirements. I believe that two more of the Club's well-known members who shall be nameless, called Barrie and Johnny, are also contemplating joining the 'plastic clan'.

Colin 'Bat' Holt took his Traditional Morris 8 off the wintry roads for various reasons and procured a Morris Isis of 1950ish manufacture which he has since exchanged for a similarly aged Morris Minor and finally, Tim Grisedale was, most unfortunately, forced to withdraw his P.V.T. British Salmson Coupe from active service due to his rear wheel coming adrift (broken half-shaft I think) which savaged the rear quarter of the body and various other parts such as the exhaust system and petrol tank, so Tim is the unwilling pilot of a modern Triumph Herald till he rebuilds the B.S. back-end.

With all these happenings I shall soon start to believe that someone actually reads this column!

Changing the accent of things, the 'Car Drive' the other Club Night turned out to be a huge success, but the event took the usual pattern, that is no one really wanted to bother until they were herded into places and then it really warmed up, Cup Final Day seemed like a Religious Festival in comparison, in the end we had to play an extra three times before we could break it up, so remember next time don't hang about at the start, get cracking.

It's nice to think that soon the rally season will be in full swing, and all the Trad Cars should be licenced and on full view, the first event is the Bradford Rally and I think we have more than 15 cars entered, that's something like a Club turnout, See you there,

Ray.

A trip to Rolls Royce, for a limited number party, was organised by Keith Fawcett with help from Maud, or is it the other way round? Which every way it was, thanks to you both for a very enjoyable day out.

The day started for us bright and on time, naturally, John Newison was picking us up in his fifteen seater Singer Chamois, which we shared with Paul Banks and John.

In town we mustered outside the new library, so that the coach could pull up at the other end of Waterdale. However, no one was late and the walk did some of the fatter ones in the party nothing but good. There was one slight delay in starting due to Barrie Harvey buying the entire stock in the newsagent's shop, including a copy of "Judy" for John Pacey. There's kinky for you!

There was about twenty of us on the coach, unfortunately, due to work commitments, Maud & Keith and Rex Fawcett had to leave later by car and catch the coach up, which they did just before the lunch stop to a blaring accompaniment of "La Cucaracha".

Before then however there was a short stay in Buxton (I think) in order to give everyone the opportunity of walking the length and breadth of the town looking for the cafe we saw immediately we got off the bus.

Coffee and scones and off again to the lunch stop at a pub somewhere in the hills. So far this is my kind of trip with a stop every few miles for 'snap'.

Eventually after a meal cooked by Grotto the Greek, and served by his two small sons, we pressed on to our final destination, a quiet thrash through the back streets of Crewe following Rex to the Works, where we arrived on time at 2.25 p.m.

We were split into groups of four or five and guided round the works by R.R. apprentices, who appeared to do this as part of their training.

The factory had been built before the war and used during the war for the manufacture of Merlin engines. Today approximately 5,000 people are employed making Rolls Royce cars and engines for other uses, for example military vehicles and light aircraft. All the mechanical parts are made at Crewe, there being a large machine shop to do this, but the bodies are made at Pressed Steel and delivered to Crewe for unification with the mechanics.

All the woodwork and trim is made up at Crewe, samples of veneer being identified and kept in case of any future replacements being required. Three, five or seven cows, depending on the guide, provide the leather for the upholstery, any rejects being gused by Jensen. Which naturally led to a R.R. apprentice wondering what hit him when Ray Read heard him.

The engines after assembly are test~~ed~~ run at various revs for two hours before installation in the car and a minimum 35 miles test drive.

As each body is fed into the assembly shop, from which it emerges as a car, a route book containing amongst other things, the customer and his particular requirements. Naturally, these include colour, windows, radio front and rear, stereo tape deck etc., etc., and the area of the world that the car is due to go to.

After assembly and spraying the car goes into the test garage for setting up prior to the test run. At a rough guess there was half a million poundsworth of motor in that garage alone, plus at least as many again knocking about outside. All these, with the exception of half a dozen, were to quote the King, "big eleven hundreds". He meant that the body was a tin box with a sub frame front and rear. The half dozen exceptional were Phantom limousines which were more in the traditional mould having a respectable chassis.

The tour was supposed to finish at 4.30 p.m., but one group were hustled to the bus and driven to the gate at 2 minutes to five. The rest of us, with the exception of the Glisters, Banks lot, then emerged from hiding where they had been stuffing themselves with caviare and cheese sandwiches. After waiting a while for the errant party, who arrived complaining that they had only been allowed to test drive for two miles each, we set off for home.

Due to the driving hours regulations and the possibility of fog only a short stop was made for tea, for those of us who hadn't had the sense to scrounge some, and we arrived back in Doncaster by 8.30 p.m., after a very enjoyable day out.

B.S.

THE STORY OF A THREE SALMSON SAGA. PART III.

Last but who dare say least, I was innocently walking into a Headmaster's bungalow late one night, had a telephone thrust into my hands, with the words, "it's Jim, have a word with him."

"Hallo, Jim" (Jim? Who's Jim?) "nice to hear from you." (Don't know a Jim) "Oh Jim yes, I remember Silverstone." (Don't remember really) "your Salmson for sale - how nice - yes we'll come down to Guildford to see it, see you next weekend - bye."

I don't want another Salmson - no where to keep it, no money to buy it, no time to spend on it. I must be mad!! (all comments please address to the editor).

Weekend comes and off again on our wild travels with a school master showing me which way to point the bonnet. Four hours, three meals, and 10 gallons of petrol later, I found myself admiring a "R analagh" bodied Salmson, much better condition than any of my other two. Is it not surprising how quickly we can fall in and out of love with our cars? Ahhh.....

Back home, another 10 gallons later and one week to raise ready cash. I started to sell everything in sight (not the girlfriend though). After one telephone call and with shaking hands collecting all running spares available, off yet once again one misty wet Saturday morning. It is interesting to drive a German car round a corner at 70+ and find a set of traffic lights at red 200 yards away, even more interesting with no brakes, but St. Christopher was smiling on us - lights turned green, so did the passenger, and off we roared.

With a handing over of money and shaking of hands, we were pointing North again, me firmly sat behind this shining steed. Away we bravely thundered in search of petrol. (The tanker drivers were on strike again). A pleasant gentle jog to the City, where promptly, in the middle of Parliament Square, the exhaust front pipe blasted itself into rusty dust. Finally at Shepherd's Bush we stopped to repair the damage and also to 'nosh'. One Indian Restaurant later saw me under the Salmson and my brave companion roaring round the streets looking for bits of exhaust pipe. He returned flourishing a piece of rusty flexible (which it wasn't) pipe, saying he acquired it off the rear end of a passing Bentley. All fixed up and off we rambled homeward bound.

Just before Hatfield we spied an ideal spot to pull off the road to drain the sump, refilling with supplies we had taken with us. I pity the poor tramp who sleeps in that ditch. The only other stop was due to our stomachs needing fuel at a well-recommended 'Tranney' - bacon, eggs, chips, etc., it's hungry work collecting cars.

It is interesting to note that this car has not been running for two years, but with only the changing of a fuel pump and sump oil, she covered over 400 miles with no trouble since its acquisition.

Voila!! Three Salmsons at home in a row, plus one owner now flat broke but nonetheless, content, and a total now of at least seven Salmsons in the Trad Club. Beat that any one, since Salmsons produced less cars (only 400) than any other make in the club.

One destitute car maniac. (John Pacey).

SEEN & HEARD.

From this month you'll have to work out for yourselves to whom I refer in these notes. I've taken legal advice, and I can get away with murder if names are omitted.

If I may be permitted the liberty of offering advice to a certain fancy-free young man - take care in the case of illness, because if you get your address book muddled a case of ingrowing toe nails may be treated as hard pad.

Tim Grisedale has sold his rebuilt Salmson engine to Barrie Harvey and the "Rolls Royce type finish" chassis and running gear to a Salmson consortium headed by Johnny Johnson, together with John Pacey and Barrie Harvey. Is there to be no more cricket pitch ploughing or will Tim the Terror of the Crease return?

Bob Markham's Alvis T.A.14 has finally unstuck itself from Bob's sticky fingers and got itself sold. Bob is observing an extended period of mourning. Personally some 2 years ago, when the Alvis was running, I would have bet that Barbara had more chance of being sold than the Alvis!

Also in the sold column. The ex Martin Hosmer/ex Gilley Robinson A90 Somerset has been sold to the same guy. How lucky can you get?

A matrimonial news flash! John Wood is to have his nuptials (on toast?) in September.

Which respected club member has joined the ranks of the striped jersey, mask and swag bag brigade? Spotted breaking and entering through windows in the early evening. He will be delighted and eager to tell anyone why he did it.

I hear that Johnny Johnson is to burn the axle stands off the 20/90 and substitute wheels. A great advantage. And then the tax.

That well-known Austin 7 fancier, Eddie Foster has recently left hospital after undergoing an operation for gall stones. Very nicely timed Eddie, and a thick ear to Dot for not letting anyone know about your illness.

Another handy tip - "Rice in the salt cellar absorbs dampness" .

And John Jewison has a hole in his head - so He says - That's what you get carrying Paul Banks in a small car.

FOR SALE.

Roof ariel for Bentley or Rolls - Trevor Jones, - Club night.

Also for the luxury trade, I understand that Bentley Motor Spares At Toll Bar have some Rolls and Bentley headlight units in.

1948 Triumph Roadster - new floor, tyres, a goer but requires a new hood and a respray. Marriage is again the reason for sale. Offers. G.C.Thorpe,

FOR SALE (CONTINUED).

1968 Triumph Vitesse convertible - good condition. Never raced or rallied. Low mileage - Keith Fawcett. SOLD.

195? Triumph Renown Saloon. Offers. Rex Fawcett.

ROGER GLISTER will shortly be in possession of a large quantity of new Vintage and Traditional size tyres. If you need any please contact above.

1942 Austin 8. Needs renovation. Offers above £30. Tel: Don.
852380.

1954 Riley 1½ litre - stainless steel exhaust and some spares.
£90. Doncaster 853561.

COMMITTEE COMMENTARY.

MEETING 26TH APRIL, AT ROWENA AVENUE.

We were late to this meeting so that the first half hour was lost to us. However a pithy resume from the Chairman brought us up to date on the business under discussion which was the Wentbridge Rally. Due to circumstances beyond his control the organiser has had to swap dates back to 1st August to which we had moved the Wilsic Rally from the 15th of August. So if you book both these dates you've a Rally on both of them with a 50/50 chance of getting to the correct destination.

Remember 1st August - Wentbridge.

15th August - Wilsic (subject to confirmation).

There has been a first meeting of the sub.committee on the Wilsic Rally which decided the programme, including the Gymkhana games which must be secret to prevent practicing, and the obtaining of various pieces of equipment. Everything is under control!!

New members welcomed to the club are Eddie Hoffmann with a Singer Roadster, and Tom Jewison - brother of John, with a desire for a suitable car.

Two welcome renewals are: Ray and Josie Beaumont and John Atkinson.

After a further chat about this and that, Diane was prevailed upon to feed us and then home.

Next meeting 7th June at Johnny Johnson's.

B.S.

CALENDAR OF FORTHCOMING EVENTS.

Wednesday, 5th May	"OLD MOTORING QUIZ" The Yorkshire Thoroughbred C.C. v. The Traditional C.C. at the Spotted Cow, Outlane, Huddersfield. DIANE TROPHY EVENT. Convoy leaves the Sun Inn at 6.45 p.m. prompt.
Sunday, 9th May	"YORKSHIRE HISTORIC CAR CLUB VINTAGE CAR RALLY" Bradford. DIANE TROPHY EVENT.
Saturday & Sunday, 15th & 15th May	"YORK TRANSPORT OF YESTERYEAR FAIR".
Monday, 17th May	"OLD MOTORING QUIZ" The Traditional C.C. v. The Yorkshire Thoroughbred C.C. Wilsic Hall Hotel - please come early.
Whit Sunday, 30th May	"THE RICHMOND MEET". All cars up to 1940 eligible. Entry forms from D. Shuttleworth, 14 Junction Road, Norton, Stockton on Tees.
Whit Monday, 31st May	"THE NORTHERN CONCOURS D'ELEGANCE" Thornaby on Tees, All cars up to 1955 eligible. Entry forms from The Curator, The Dorman Museum, Linthorpe Road, Middlesbrough. DIANE TROPHY EVENT.
Whit Monday, 31st May	NOGGIN & NATTER Wilsic Hall Hotel.
Saturday, 5th June	"THIRD ANNUAL BAT3 PARTY". See Hilary and Colin Holt for details.
Sunday, 13th June	"ST. LEGER HISTORIC COMMERCIAL & OMNIBUS RALLY" (for full details see last month's Tradsheet).
Monday, 14th June	"JUDGING CONTEST" 8 p.m. Please make a special effort to bring your old cars to this club night everyone will have the chance to judge them and a prize will be awarded to the best judge. 5p each.
Saturday, 19th June	"EASERINGTON ANNUAL GYMKHANA"
Sunday, 20th June	"SLEDMERE HOUSE V. & V. RALLY"
Monday, 28th June	"NOGGIN & NATTER Wilsic Hall
Saturday, 3rd July	"M.O.N.C. HIGHLAND GAMES & VINTAGE CAR RALLY". Dronfield Woodhouse, Nr. Sheffield. All cars up to 1947 are eligible. Entry forms from B. Ayres, 50 Carr Lane, Dronfield Woodhouse, Sheffield.
Monday, 12th July	"SPARES & ACCESSORIES AUCTION" Wilsic Hall
Sunday, 18th July	"PENNYWISE MOTORING VINTAGE CAR RALLY". Nottingham. Entry forms from: The Festival Office 54 Milton Street, Nottingham.
Saturday & Sunday 24th & 25th July	"CLAY CROSS STEAM SPECTACULAR". All cars up to 1955 are eligible. Entry forms from: J.E. Shepherd, Williamthorpe House, 27 Heath Rd., Holmewood, Chesterfield. <u>Sunday</u> is DIANE TROPHY day.
Monday, 26th July	NOGGIN & NATTER. Wilsic Hall
SUNDAY, 15th August	"THE TRADITIONAL CAR CLUB SOCIAL RALLY" in the grounds of Wilsic Hall. Details and entry form with this Tradsheet. DIANE TROPHY EVENT.