



JANUARY 2006

THE TRADSHEET

JOURNAL OF THE TRADITIONAL CAR CLUB



JANUARY 2006

LONDON TO BRIGHTON



Jims' Favourite Vehicle - 1899 Dechamps Tricycle

London to Brighton Veteran Car Run 5th to 6th November 2005

Well it's that time of year again of what is fast becoming an annual pilgrimage by John Rhodes and myself to this event.

On previous years we have followed the cars from different parts of the route down to Brighton. We first saw the cars at Redhill, then the following year we saw the cars go past Redhill then jumped on a train and managed to get to Brighton just as the first cars were arriving. We also viewed the cars at the halfway point at Crawley in 2004.

This year we decided to travel down on the train on Saturday the 5th to view the concours event and then spend the night in London and see the start of the run in Hyde Park, then again jump on a train to see the finish at Brighton.

We had a pleasant trip down on the train and on arrival at Kings Cross we jumped in a taxi (the queue for the tube was very long) to Regent Street. The street was closed off to traffic and approximately 140 veteran cars were lined up to be judged for the concours competition. There were no barriers to prevent you getting close to the vehicles and

we were able to examine them at close quarters. The owners appeared to be very friendly and approachable. I was able to take numerous photographs even though Regent Street was very busy. My favourites are the

Rambler and many others.

The vehicle I would most like to take home from the concours event would have been an 1899 Dechamps Tricycle (See photo). John

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smaller type of car and the trikes, while I believe that John has a liking for the larger more luxurious motors.

The most numerous makes were Panhard et Levassor, De Dion Boulton, Oldsmobile, and Renault. There were also some makes you may not have heard of, such as Cyklon, Deckert,



Johns' Favourite - 1896 Panhard et Levassor Omnibus

From the President

Dear friends.

Happy new year to all TCC members. I hope it will prove to be a very good year for everyone with many enjoyable meetings and rallies.

Our Christmas lunch on the 18th December was a huge success and I would like to thank Esme very much for organ-

ising it so very well. Owston Hall provided us with excellent food and service.

The AGM is coming up next month, I hope it will be well attended. During the last few months we unfortunately had a number of resignations from the committee. The club needs a hard working enthusiastic committee, if you feel you would like to make a working

contribution to the running of the club now is the time to put your name forward to become a committee member.

Ken Sleight.

Harworth Organ Enthusiasts Christmas Show

What a wonderfully entertaining afternoon Derek and I had on December 11th. If it had not been for the article in the December Tradsheet we would never have known about it.

The show was due to start at 2:00pm, we arrived at 1:50 and every seat was taken, but in no time the committee members were producing more chairs and making us feel most welcome. We

were by no means the last to arrive.

The entertainment was superb, we were there until 5:15pm and even after all that time the chairs were not uncomfortable, so enthralled were we with the music and the lovely children's choir plus the banter of the compere Mr. Mason.

We both thought that it was the best £3

worth of entertainment we have had in years.

Definitely a date for us next year, which we hope is a Happy and Healthy one for you all.

Mavis Parsons

FROM THE EDITORS

We would like to start by wishing all club members a happy and prosperous new year.

As we stated in last months Tradsheet, it was our intention to attend the Harworth Organ Enthusiasts Christmas Show following a recommendation from Trevor Miller. Unfortunately due to the pressures of Christmas we were not able to make it on the day and from Mavis's report it appears that we missed a great event - one for next years diary. But don't forget that there are several other organ recitals before next Christmas

We had a very good time at the club Christmas lunch on 18th December and would like to thank Esme Read for organizing the event. I believe that over 30 members attended this year, which was well up on last year and hopefully if the word gets around there will be even more next year. The food and service was excellent.

The Annual General meeting will be held on Wednesday 15th February, at

Email: tradsheet@msn.com

which time a new committee will be elected. If you wish to stand for the committee, your nomination must be received by the Secretary (Mr. IG Belk) before Thursday 12th January 2006. That is one week after the publication of this Tradsheet. We hope to bring a full report on the meeting in the March Tradsheet.

Next month we have an article on a Scottish Saga by Ken Frith, pictures from the Christmas Lunch, some interesting facts about the incredible 1930's Cadillac V16 and much more.

Finally, many thanks to those members that have provided articles, but, we still need your articles to keep the Tradsheet going. Although we have been amazed by the support we received since publishing our first request for articles. We still need more to get through the remaining Winter months - so let us have them now!

Graham & Julie Walker

Committee Member Nominations

All nominations for committee members **MUST** be received By Geoff Belk before Thursday 12th January 2006

ANNUAL GENERAL MEETING

The clubs Annual General Meeting will be held at Owston Hall at 8:00pm on the evening of

**Wednesday
15th February**

It is important that as many members as possible attend this meeting.



1903 Sunbeam

took a shine to a rather large 1896 Panhard et Levassor Omnibus (see photo) he said he would make it fit in his garage. I think he would have to raise the roof slightly.

The ladies, gentlemen and children participants added to the flavour of the event by dressing in period costume and very nice they looked too. I'm beginning to warm to this part of our hobby.

Also there was a group of cyclist's giving us a demonstration of their elderly machines. (Penny-Farthing, Boneshakers etc) also in period dress.

At 4.00pm the vehicles began to leave and we looked with fascination on the different methods used to start the vehicles up. One of the larger vehicles had an electric starter, but most had the good old starting handles. I

must also mention one of the vehicles needed a match to start it.

Again we got a taxi back to our hotel, which is close to the following morning start in Hyde Park.

My mobile phone woke us up at 5.30am and after a quick wash and change we made our way to the start line. We did not have time for breakfast but we were pleased to see a refreshment cabin at one of the control points in Hyde Park.

After a very welcome cup of tea and a rather nice bacon roll we began to see the first vehicles arrive. It was still rather dark but it was good to see the vehicles oil lamps in action and added to the atmosphere. Again some of the participants were in period dress but others were well wrapped up. I wonder what time they had to get up to get their machines to the start on time.

The weather forecast for the weekend had not been good but so far it had been ok

(The calm before the storm).

The run started at 7:15am and the vehicles set off in groups and we again had an excellent position to see the vehicles.

Each group consisted of 10 vehicles and there was a gap of approximately 2 minutes between the groups leaving the start line and it all went very well.

A couple of entrants just crossed the line and then stopped, they managed to get going again after much swinging of the starling handles and they got a loud cheer for their efforts.

By 8.30am the last group crossed the start line and it was time for the last leg of our weekend.

It is nice to see these machines in action and to listen to the strange noises they make and



1900 Daimler

the friendly disposition of the entrants and almost all the spectators. It all adds up to a very atmospheric event.

After the last group left, John and I had a stroll to Victoria station to catch the train to Brighton. We had time for a cup of tea before the train was due to leave. The train was on time and we had a good trip to Brighton, The expected rain began to threaten and when we arrived it was raining.

We walked down to the sea front where the finish line on Madeira Drive was positioned. The rain began to get heavy but we managed to sneak through the barriers and find shelter on the other side of the Drive. The rain eased up for a while and we were able to mingle amongst the finishers. They looked very wet and cold but seemed to appear in good spirits. The hip flasks began to appear and tales of the run were exchanged. Fortunately, I was able to take lots of photos in between the showers.

The famous 1904 Darracq ('Genevieve')



1904 Mors



1903 De-Dion Bouton

arrived and I was able to have a good look at her before the rush of photographers appeared. She is owned by the Louwman Collection in the Netherlands and this is one of the cars that got me interested in the old car movement and of course she is also the star of my favourite film. The car as you would expect is in immaculate condition and she does attract a lot of attention.

You could spend a lot of time just looking at the strange engineering designs that go into the vehicles. When was the last time you saw hydraulic wires in a wire wheel?

Some of the cars had reasonable weather protection but most had little or none at all. Never less, I would not mind a trip down as a passenger whatever the weather and I am sure John is of the same mind. But that's what it's all about it must be a great achievement to travel that distance in, or more accurately, on a hundred plus year old vehicle in what turned out to be atrocious

weather conditions.

All the Finishers were asked how the run went when they reached the finish line and some were interviewed by the local TV and radio station.

The sea began to bubble up and the rain poured down and it was with some reluctance we headed back to the station.

The vehicles have to be pre-1905 to qualify to take part in the run and there were over 500 hundred entrants this year. They have to arrive at the finish on Madeira Drive before 4.30pm to qualify for a Finishers

medal.

One exception that caught my eye at the concours part of the event and at the finish was a very nice 1930's Morris van in Michelin tyres livery which was well worth a look I think it was used as a mobile tyre repair vehicle in it's day as the van was full of tools and instruments needed for the task.

We had a bite to eat and then had a steady trip home, having only lost 2 hours of the event due to the weather.

The highlight of the weekend was just a lovely atmosphere amongst the entrants and of course the sights and sounds of the vehicles.

The event is well worth a trip and there are some good places to see the vehicles along the route. My favourite spot is the finish at Brighton, closely followed by the half way



1904 Peugeot at Regent Street Concours

stop at Crawley where you can see the cars close up and in action.

Jim Konstandelos



1898 Fisson at Brighton



1904 Darracq (Genevieve) at Regent Street Concours

The Bishop of Doncaster in a Model T Ford



The photograph on the left was sent to us anonymously. It was accompanied by a newspaper article telling of a special visit by the Bishop of Doncaster, the Right Reverend Cyril Ashton, who made a number of visits to the Parish of Hatfield, where he was introduced to club member Stuart Carey and one of his Model T Fords.

I believe that this is Stuart's 1913 Ford Model T 3 door Tourer, which he took me around the Sandtoft Trolley Bus Museum in about a year ago.

Graham Walker

GATSO

The name Gatso is now branded into the motorists psyche as the man responsible for thousands of motorists receiving speeding tickets due to his cameras which seem to be at every junction. However, Maurice Gatsonides, the man who gave his name to the technology actually intended to prevent unfair speeding fines.

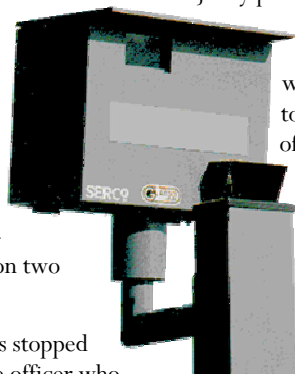
Gatsonides was born in the former Dutch colony of Indonesia in 1911 and went on to become a formidable rally driver, winning the Monte Carlo Rally in 1953 driving a Ford Zephyr 6, he also raced at Le Mans and in the Mille Miglia. He competed in over 150 Dutch and 200 international events beginning in 1931 on two wheels.

The story begins when Gatso was stopped for speeding in 1957. The police officer who stopped him was using a stop watch and a measured distance to calculate the vehicles speed. Gatso was sure that he wasn't speeding so he checked the time and the measured distance which was claimed to be 100 metres. He did not dispute the time on the stop watch, but found the measured distance to be only 87 metres.

Gatso was fanatical about speed and distance calculation and had built a series of accurate clocks and distance recorders in order to hone his racing skills. In fact, he was so precise that he had once scrubbed a set of tyres off on the Zandvoort race circuit until they were reduced to an exact diameter

required to calibrate one of his devices. He then fitted them to his racing car and drove along a public road for exactly 10 kilometres. This enabled him to calibrate his timing gear to an accuracy of 2 metres within 10 kilometres.

His experience with timing made him realise that members of the public were being unjustly penalised for speeding due to inaccurate methods employed by police around the world. He therefore resolved to find a better, fairer method of measuring speed on public highways.



The experience which Gatso had developed during his racing quickly paid off, when he realised that a domestic electricity supply consisted of a series of regular measurable pulses. In association with a friend who was an instrument maker, he soon developed a machine which could count the pulses and when connected to two wires exactly 10 metres apart he was able to very accurately measure speed over a relatively short distance.

The device was taken up by Dutch police and the Gatsometer company was born. It is even believed that Gatso and his son both simultaneously broke the speed limit through one of the speed traps outside a police station in a publicity stunt.

Maurice Gatso then turned his attention to a



device which wouldn't need wires to measure speed and joined forces with James Scott of Glasgow who were producing a hand held radar rev-counter. This was the basis of the Gatso camera.

His reputation now spread world wide as he applied his expertise to such problems as timing swimming events up to Olympic level. And when he saw a motorist who crossed a traffic signal correctly given a ticket for passing a red light, he developed the traffic light camera.

Maurice Gatsonides died in 1998, but his family still run the Gatso BV company which he founded. The company employs 28 people and exports to 35 countries.

Graham Walker

based upon information provided by Gerry Emms.

WHATSOEVER IS RIGHTLY DONE

(Henry Royce's Motto)

Our intrepid Trad. Mag. Editor, over the past 12 to 18 months, has displayed a passionate and enthusiastic interest in the Rolls-Royce Silver Shadow and Corniche range of motorcars.



Rolls Royce Corniche I

In the May 2005 Trad. Mag., page 9, this fervent journalist asked if there is anybody within our traditional car fraternity who could help him spot the difference between the Shadow, Shadow II and the Corniche. So, after due thought, I have decided to take up the mantle on this subject, and attempt to redress the issue.

First I will attempt to describe briefly how "the best car in the world" is constructed. And why "the best car in the world"? Well, really that depends upon your definition of 'best', but if it includes such things as using the finest materials money can buy, the ultimate in hand craftsmanship, attention to detail, and the 'time and money is no object' workmanship, then you have got to place the Rolls at the top of the list.

In a world gone plastic and throwaway, the

Shadow, Shadow II and Corniche are one of the few remaining links with the quality of yesteryear. Can you name another car that took from 12 weeks to 6 months to go through the production process with checks, double checks and triple checks; most of today's manufacturers do not attempt to do

Quality Control checks at all.

For example, every crankshaft was finely

checked for balance, and they were all made over length, so that a section could be cut off for a metallurgical

analysis.

Engine valves are a combination of three separate materials, because the stresses imposed on valve heads, stems and wearing surfaces are all different in character, and each valve undergoes at least two fluoroscopic examinations during manufacture to detect any minute cracks.

All connecting rods are subject to rigorous crack detection tests, as are their bolts which, whilst awaiting final assembly are stored in polythene bags.

Every single component related to the engine that has to withstand pressure is pressure tested.

To justify the claim that the Rolls-Royce is the quietest car in the world, the engineers have gone to

great lengths to attain this goal. The hydraulic pump and ancillary equipment were all assembled in baths of Kerosene lest a speck of dust should settle and cause wear or noise. To minimise fan and alternator noise the blades are unevenly spaced; a spring steel band was set into the periphery of each rear disc brake to prevent squeal. To reduce noise from electric window winding mechanisms the nylon sprockets for the electric motors were made in house rather than be farmed out to a mass-produced supplier, and the teeth on these sprockets are precision cut and not moulded.

To obtain wood for the instrument panel and window/door cappings, specialists were sent to Italy to choose a tree, not any old tree but a Circassian walnut from trees at least 100 years old. The dash and door cappings are veneered in two halves, each a mirror image of the other, the woodwork is then lacquered and buffed by hand to a finish that looks like glass and is almost as hard.

Only the finest English leather is used for the upholstery (or in the case of my car, velvet). Each car requires eight hides, chosen from upwards of hundreds of hides. Only totally unmarked hides are used, no



Rolls Royce Silver Shadow I

barbed wire nicks etc.

When the Shadows and Corniches were in production, there were only 10 men in the world who could make the distinctive stainless steel radiators for these motorcars. If you have one of these motorcars, you will find the initials of the particular tradesman who made your radiator towards the rear of it (visible when you raise the bonnet lid). Incidentally, all ancillary items attached to the engine have tagged on them the year and date they are fitted, e.g. my starter motor lasted 22 years 5 months and my generator lasted 22 years and 6 months.

The flying lady or Spirit of Ecstasy that



Rolls Royce Silver Shadow I

adorns these radiator housings ranks as one of the most instantly recognisable symbols in all automobilism. The slender panels of the radiator housings are only about 2mm thick, and the columns look straight, but only because they are slightly curved, the Greeks called this effect 'entasis' and built it into the Parthenon. The RR craftsmen built it into the radiator the same way the Greeks did, by hand and eye alone.

Each engine was run in for the equivalent of 150 miles on natural gas on a test bed.

The radial tyres were especially designed for these cars and arrive on the wheels as individually balanced units and are secured by brass nuts to eliminate rust or seizure.

for the first time in a Rolls-Royce. In addition to the steering the front suspension was also modified. The split-level fully automatic air conditioning system, taken from the RR Carmar-gue, was also installed in the Shadow II. As a

matter of interest air conditioning was first offered by RR in 1956 and made standard in 1969.



Rolls Royce Corniche IV

brake. The power is hydraulically applied from 2 spherical accumulators that contain nitrogen at 1000 psi, and these are pressurised to 2500 lbs/sq in. by the engine driven hydraulic pumps.

In conclusion, the Shadows and Corniches are very roomy, comfortable and extremely relaxing to drive, with the whispering V8 engine and the silky smooth gearbox. You are never conscious of any noise problem, other than that generated by the tyres.

All the aforementioned Rolls-Royce assembly procedures were very much apparent from the inception of the marque up to the mid 1990's, when the Germans obtained the company. After which the quality control and quality assurance departments were vastly reduced to make way for the conventional moving conveyors made for mass production. The question has been asked in the Rolls-Royce Enthusiasts Club circles,



Rolls Royce Silver Shadow II

All chrome plating was 10 times thicker than normal, over 400 parts stove enamelled because in some parts of these cars paint is just not good enough.

The Shadow II is very easy to identify from the early Shadow. The II retains the familiar body shape and is identified by the air dam fitted beneath the front bumper, the prominent wrap-around safety bumpers and the 'Silver Shadow II' badge on the boot lid. Also the fog lights on the Shadow are above the chrome bumper, but these lights on the Shadow II are secured under the new wrap-around bumper.

A difference which few will realise is the use of a half inch extra depth front to rear of the radiator grille. Twin exhaust tail pipes on the Shadow II, which relieves back pressure and increases performance.

An improved dash was part also part of the Shadow II's enhancements, with a new set of user friendly instruments.

'Ed. I must repeat myself – The Shadow II benefits most from the 1659 modifications made to it.' - Quote from Trad Mag. May 2005 Page 9 – for the uninformed our Ed. said I was reading too many books.

The most important of these modifications was the adoption of rack and pinion steering

6230cc to 6750cc.

The Corniche was born in 1966 and using the Silver Shadow platform was fitted with a sleek 2-door body designed by Mulliner Park Ward. In 1967 a convertible version in both Rolls-Royce and Bentley versions were introduced. The Silver Shadow II was dropped in 1980 to make way for the Silver Spirit, but the Corniche convertible carried on until the mid-1990's.

The 2-door coachwork was smooth and elegant; the interior was finished to every expected RR luxury as standard. The dashboard was slightly different to that of the Shadows, with extra dials, and automatic air conditioning was standard as in the Shadows.

The Shadow, Shadow II and Corniche have 47 conveniently positioned water drain holes throughout the all steel body. The braking system is very special, it has three separate systems in addition to the hand-

All these aforementioned modifications have been adopted in parallel on the 2-door Corniche II. In July 1970 all engine capacities were increased from



Rolls Royce Silver Shadow I

'Would Charles Rolls be proud of the new owners?' No, in my opinion the whole idea of a foreign owned Rolls-Royce would be anathema to him, he would be appalled at the prospect of the marque to which he gave his name merely being assembled from foreign components.

Frank Watson

Never Again

Just over 12 months ago, I was heard to utter these words. I'd had a bit of a clearout with one or two cars that I wasn't too bothered about and wondered what my next move would be. Restoring cars has been a life long occupation for me.

I started working at a local garage just after the war and stayed happily in my job until I was called up for two years National Service in 1950. During my first years at the garage spare parts were very scarce and you very rarely managed to get the correct part. Consequently you had to chop and carve parts about to make them fit. In the case of exhaust systems, you nearly always had to weld bits on and alter all the angles to make them fit, so it was a bit more complicated than straight forward fitting. Therefore, nothing was ever thrown away, not one single nut or bolt.

I completed my two years National Service in the REME, but even before then it was my ambition to have my own business, so on leaving the army I started my little workshop in a farmyard. There was a fair amount of work about and I had a mixed bag of customers, mainly tradesmen, farmers, etc.

During this period peoples old pre-war cars were getting a bit seen into, the supply of

new cars was very slow with about a four year waiting list. By this time of course, the post war cars were appearing. The A40 Devons, Hampshires and A90's, Morris Minors and Morris Oxfords, Mkl Consuls etc.

The waiting time was so long that quite a lot of my customers decided to have their old cars refurbished. This usually involved quite serious body work, a full re-chrome job, a repaint and upholstery where necessary.

I remember amongst these was a 1938 Rover 12, a Morris 8 pre series and a 1937 Austin 10. A total chrome job, including bumper bars, window surrounds, hub caps, reflectors and rims never cost more than £23. by a firm called Bowkers of Carver Street, Sheffield.

So I suppose this is when my restoring days started and I think that most of my own cars throughout my life have required some restoration. Of course many years have passed by and here I was aged 75, so it's not surprising when anyone mentioned a big restoration job, I trust I was heard to say "Never again!" During this period I must have restored ten or more cars including a 1930 Austin 16, a Bentley R Type, a Bentley S Type, a 1928 Hillman 14 and many more,

including my Daimler Special Sports, which is my present car. But what do I do, after all this - I take a fancy to a Bentley SI which had been laid up for 35 years.

I'll not spend a lot of time telling you about the cars condition other than to state that it has very good mechanics, a tidy interior and good fitting doors. The body work - well, after using five 4 x 3 18.9 steel sheets and spending about 700 hours, it is beginning to look like a motor car. Of course, I have had considerable mechanical work to do, a massive amount to do on the braking system and various bits on the steering.

I have appreciated Colin Bailey's help in photocopying the whole of the braking system for his model from his workshop manual. This has been an enormous help. I have also been able to draw upon Colin's experiences.

The Bentley is now in primer but I think I will be in for another 200 hours work, in other words, a few more months before the project is complete and I assure you I am looking forward to the day when I can say "Never again!" and mean it.

Frank Willis

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Ricall Christmas Crank Up

What a shame, our white Christmas came two days too late.

December 27th is the date the Christmas crank-up is held at Rical. I had hoped to take my Austin Seven out for an airing, but common sense prevailed, and I took our Vauxhall Astra instead.

No classic cars had braved the winter weather, but plenty of hardy soles had turned up with their stationery engines and tractors. Here are a few pictures I took of the tractors taking part in the ploughing match. The Standard Fordson is much like one I used to drive on my grandfathers farm during the war.

Ken Sleight.



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H & H AUCTION - November 2005

When I attended the H & H auction in November, I was accompanied by Derek Whitlam and chauffeured by Steve Jewitt to a very cold and frosty Buxton. The day was clear and very bright, but bitterly cold, so Steve was kind enough to drop us at the pavilion gates while he went to find somewhere to park the car. After a quick look around the cars outside, the cold got the better of us and we went into the café for a bacon butty. We had almost finished our breakfasts before Steve returned from parking the car.

As usual there was a good selection of classic vehicles on offer with estimates from a few hundred to sixty thousand pounds. And a few with no reserve. Amongst them were five Rolls Royces from the Brian Brotherton collection, including a 1927 Phantom I Open Tourer with silver coachwork and a red interior which sold for £58,000. The other vehicles from the collection were a 1926 Phantom I Sedan De Ville, 1937 Phantom III Sports saloon, 1930 Phantom II Sedan De Ville and a 1937 25/30 Landulet. All these vehicle were in excellent condition.

However, a far more affordable and practical classic on offer was a red 1972 Hillman Imp Deluxe with one owner from new and a "genuine mileage of 17,151". Complete with all MOT certificates, original bill of sale and original handbook, the Hillman sold for £1,600 against an estimate of £2,000 - £3,000.



1932 Goodhall Special Sports

There were several Riley RM's in the sale, including a very nice 1950 2.5 litre RMC in Red with cream upholstery. Previously owned by the secretary of the Riley Club, the current owner had owned the vehicle since 1993. Although not in perfect condition the very nice convertible sold for £11,000. Two 1953 Riley 1.5 litre RME's were also sold, a black one with maroon interior fell well short of its' estimate, selling for £2,400, while a black over silver example in very good condition exceeded its' estimate reaching £5,600.

For me however, the star of the show was a 1932 Lagonda 2 litre supercharged

which was in excellent condition. The three door fabric bodied tourer with some racing history sold well over estimate for £54,000.

A very rare right hand drive 1956 BMW 501 V8 with floor change and 2580cc engine sold for £9,250 despite poor paint and a worn interior.

The surprise of the sale was a 1927 Lombard AL3 GL/R Drophead coupe. The little yellow car was built on the outskirts of Paris and was powered by a four cylinder 1100cc engine, producing 45bhp and a top speed of 85mph. I admit that I had never heard of this vehicle, but two people certainly had as the top estimate of £14,000 was soon passed with the unregistered vehicle eventually selling for £32,500. After the sale a small crowd gathered around the car all asking "WHY?"

Derek Whitlam and Steve Jewitt were both drawn to a 1935 Austin Light 12/4 Ascot Saloon, finished in black over silver with a green leather interior. The car was in excellent condition and had recently been resprayed and the interior reconditioned, although the green leather wasn't to everyone's taste. Complete with history file and starting handle, the Austin sold £6,500.

David Brown joined us for the auction and Dave Goodall and his brother saw us

at the end. Dave Goodall pointed me in the direction of a rather large heap of rusting metal which purported to be a 1932 Goodall Special Sports powered by a 1479cc ohv straight six with twin SU's. Built for racing and converted for road use in 1945 the restoration project sold for £6,500.

At the end of the sale we all set off to walk back to the car in the bitter cold and dark. Now at this point I thought that I knew Buxton quite well, but Steve took us down roads, paths and alley ways that I had never seen before until after what seemed like a multi-mile trek, we eventually found the car in a free parking space. Next time we'll pay for the parking, or at least carry survival rations.

Graham Walker



1927 Rolls Royce Phantom I Open Tourer



1972 Hillman Imp



1935 Austin Light 12/4 Ascot Saloon



1927 Lombard AL3 GL/R Drophead Coupe



Derek Whitlam & Steve Jewitt inspect a 1956 BMW 501

Lot No.	DESCRIPTION	Hammer Price	Lot No.	DESCRIPTION	Hammer Price
1	1956 BMW 501 V8	£9250	48	1950 Jaguar XK120 Roadster	Not Sold
2	1972 Hillman Imp Deluxe	£1600	49	1985 Mitsubishi Starion Turbo	£1700
3	1975 MG Midget 1500	£1200	50W	1981 Rolls-Royce Silver Spirit	Withdrawn
4	1983 Mercedes-Benz 500 SL	£7000	51	1992 Mercedes-Benz 500 SL	Not Sold
5	1985 Jaguar Sovereign 4.2	£2400	52	1937 Rolls-Royce 25/30 Landauette	£38000
6	1949 Allard M-Type Drophead Coupe	£6000	53	1930 Rolls-Royce Phantom II Sedan De Ville	£37000
7	1936 Rice Folding Caravan	Not Sold	54	1937 Rolls-Royce Phantom III Sports Saloon	£37000
8	1991 BMW 735i SE	£750	55	1926 Rolls-Royce Phantom I Sedan De Ville	Not Sold
9	1955 Austin-Healey 100	£10900	56	1927 Rolls-Royce Phantom I Open Tourer	£58000
10W	1976 Daimler Sovereign 4.2 Coupe	Withdrawn	57	1964 Jensen CV8	£11250
11	1991 Saab 900 Turbo 16	Not Sold	58	1931 Riley 9 Biarritz Saloon	Not Sold
12	1964 Jaguar Mk2 3.8 Litre	£5800	59	1977 Triumph Stag	£4700
13	1953 Jowett Javelin	Not Sold	60	1986 BMW 635 CSi	Not Sold
14	1967 Austin-Healey Sprite MkIV	Not Sold	61	1957 Jaguar XK140 Fixed Head Coupe	£22000
15	1989 Jaguar XJS 3.6 Litre	£2700	62	1992 Honda Beat	£3200
16	1930 Singer Porlock Sports	£4200	63	1965 Humber Sceptre	£600
17	1993 TVR Chimaera 4.3	£7700	64	1985 MG Metro 6R4	£21500
18	1953 Riley RME 1.5 Litre	£2400	65	1983 Ferrari 308 GTBi QV	Not Sold
19	1979 Pontiac Firebird Trans Am	Not Sold	66	1975 Alfa Romeo 2000 Spider Veloce	£4800
20	1926 Talbot-Darracq Dd 12/40 Open Tourer	Not Sold	67	1994 Mercedes-Benz E220 Coupe	Not Sold
21	1995 Maserati Ghibli	£5100	68	1927 Lombard A13 GL/R Drophead Coupe	£32500
22	1973 VW-Porsche 914 S	£2750	69	1970 Rolls-Royce Silver Shadow M.P.W. Conv.	Not Sold
23	1987 Bentley Eight	£8100	70	1968 Morgan Plus 8 Racer	£17000
24	1965 Porsche 911 Competition Racecar	Not Sold	71	1950 Riley RMC 2.5 Litre	£11000
25	1989 BMW 750i	£700	72	C.1986 Benz Patent-Motorwagen Replica	£17000
26W	1966 Jaguar Mk2 3.8 Litre	Withdrawn	73	1983 Mercedes-Benz 500 SL	£8200
27	1962 Austin-Healey 3000 MkII 2+2	£15500	74	1951 Jaguar XK120 Roadster	Not Sold
28	1938 Standard Flying Ten	Not Sold	75	1988 Bentley Turbo R	£8000
29	1953 Riley RME 1.5 Litre	£5600	76	1982 FERRARI 400i	Not Sold
30	1935 Austin Light 12/4 Ascot Saloon	£6500	77	1932 Lagonda 2 Litre Supercharged	£54000
31	1941 Ford G.P. Jeep	£10000	78	1932 Rolls-Royce 20/25 Limousine	£18000
32	C.1932 Goodall Special Sports	£6500	79	1978 Mercedes-Benz 280 CE	£1750
33	1970 Volvo 133	£3800	80	1973 Alfa Romeo 2000 Gtv	Not Sold
34	1993 Honda CRX Vti	Not Sold	81	1990 Mazda RX7 Convertible	Not Sold
35	1968 Mercedes-Benz 220 Se Coupe	£12250	82	1969 Rover P5B	£4600
36	1966 Austin-Healey 3000 MkIII	£28800	83	1974 Jaguar XJ12L	£2200
37	1968 Rolls-Royce Silver Shadow	£5200	84	1961 Triumph TR3a	£9250
38	1978 Mercedes-Benz 350 SE	Not Sold	85	1974 Rolls-Royce Corniche Convertible	Not Sold
39	1974 Rolls-Royce Corniche	£10000	86	1989 BMW 730i	£2200
40	1980 Ferrari 308 GTS	Not Sold	87	1989 Jaguar XJS Convertible	Not Sold
41	1950 Landrover Series I 80" V8	£2900	88	1958 Austin Healey 100/6	£7500
42	1990 Volkswagen Golf Clipper Cabriolet	£2800	89	1977 MG B GT	£2500
43	1933 Riley 9 Lynx Tourer	£15000	90	1971 Austin Healey Sprite	£3300
44	1937 Rolls-Royce 25/30 Sedan De Ville	£38000	91	1966 Jaguar S-Type 3.4 Litre	£4000
45	1972 Mercedes-Benz 280 S	Not Sold	92	1985 Ferrari 308 GTB	Not Sold
46	1951 Armstrong Siddeley Lancaster	Not Sold	93	1985 BMW M635 CSi	£2800
47	1997 Bentley Turbo RL	£21000	94	1972 Alfa Romeo 2000 Spider Veloce	Not Sold
			95	1967 MG B GT	Not Sold



Left: 1950 Riley RMC 2.5 litre.

Right: 1932 Lagonda 2 litre supercharged.



Who Does What in Our Club

President	Ken Sleight	01302 337483
Chairman	David Goodall	01977 796012
Secretary/Chief Judge	Geoff Belk	01302 366960
Treasurer	Non Sherburn	01302 535769
Social Secretary/Pastoral Care		
Membership Secretary	Non Sherburn	01302 535769
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Regalia		
Committee Member	Alan Kirkham	01977 608649
	Phillip Carr (Mobile)	07810 661728

Non Committee Members:

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Rally Form Supply	Ruth Sleight	01302 337483
Public Relations	Barbara Hill	01302 366960
Trophies/Judge	Neil Wasmuth	01302 886043
Tradsheet Editors	Graham & Julie Walker	01709 881253

Christmas Puzzle Answers

1) Why is Father Christmas portrayed as wearing red and white?

ANSWER: The red coat is 'new'. Most pictures of Father Christmas prior to around 1880 showed him wearing a green coat. The red and white outfit was just one of the 'looks' post-1880 and only became synonymous with Father Christmas after Coca Cola launched an advertising campaign during the 1930s portraying Santa drinking a bottle of coke, dressed in his red, fur-lined coat. Sales of Coca Cola were traditionally low during the winter months and this ad campaign not only boosted sales due to the ad's appeal to kids but also Father Christmas' red and white outfit became the accepted standard outfit. What we consider to be Santa's 'traditional' outfit is, in fact, Coca Cola endorsed!

2) When were Christmas lights first used on Christmas trees?

ANSWER: Electric tree lights were first used just 3 years after Thomas Edison has his first mass public demonstration of electric lights back in 1879. Thomas Edison's assistant, Edward Johnson, came up with the idea of electric lights for Christmas trees in 1882. His lights were a huge hit. It took quite a few years, however, before they would be made available to the general public.

3) How many Christmas trees are grown to decorate houses over the Christmas period?

ANSWER: Each year between 34 - 36 million Christmas trees are produced to cope with the holiday demand.

4) Where did Rudolph come from?

ANSWER: In 1939, Robert May, who worked in the advertising

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department of the Montgomery Ward department store in Chicago, was asked to come up with a promotional gimmick to bring people into the shop. He wrote a poem about one of Santa's deer with a bright red nose called Rudolph. That year every child who visited the store's Santa received a booklet of "Rudolph the Red-Nosed Reindeer." More than 2.4 million copies were given away free. Then in 1949 Johnny Marks, Robert May's brother-in-law, set the poem to music, Gene Autry agreed to sing it and it became one of the biggest selling records of all time!

5) The turkey was imported to France as it was not indigenous .

ANSWER: The turkey was imported to France by the Jesuits and it is still known in some French dialects as a 'Jesuit'.

6) When was the 25th December first celebrated as the birth day of Christ?

ANSWER: 25th December was not celebrated as the birthday of Christ until the year AD440.

7) What is the UK definition of a 'White Christmas'?

ANSWER: The definition of a white Christmas in the UK is for a single snow flake (even amongst a shower of mixed rain and snow) to be observed falling in the 24 hours of December 25th.

Future Events

Wed	18 Jan	Noggin & Natter	DT
Wed	1 Feb	Noggin & Natter & Tradsheet	DT
Wed	15 Feb	Annual General Meeting	DT
Wed	1 Mar	Noggin & Natter & Tradsheet	DT

If anyone would like information about age related events, i.e. 40's or 50's please contact Ken on (01302) 337483.

'DT' indicates that the event qualifies for Diane Trophy, Wilsic Shield and Excelsis Award points

JOURNAL OF THE TRADITIONAL CAR CLUB

Meeting at Owston Hall,
Owston
Near Doncaster

Fortnightly - Wednesday at
7:30 PM
See "Noggin & Natter" entries
in Future Events listings for
dates

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