



MARCH 2006

THE TRADSHEET

JOURNAL OF THE TRADITIONAL CAR CLUB



MARCH 2006

ANNUAL GENERAL MEETING



Philip Carr, John Garritt, Robin Critchlow, and Graham Walker
Non Sherburn, Ken Sleight, Julie Walker and Geoff Belk

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Owston Hall 15th February 2006

The 2006 Annual General Meeting was held at Owston Hall on the evening of Wednesday 15th February. Once again the Club AGM was very well attended with the last few arrivals having to find additional tables and chairs from other rooms. The first person I spoke to on the evening was Lance Avill, and he greeted me by saying "You're putting some weight on aren't you!" So I replied "Yes. I weigh just under 11 stone now!" Lance then reminisced about when he last weighed less than 11 stones and he didn't mention my weight again all night.

The proceedings were opened at 8:00 sharp by Ken Sleight the Club President, who welcomed everyone to the event and stated that club membership had reached an all time high of 108 during the year. Ken then thanked the committee for their hard work before handing the meeting over to the Club Secretary.

Geoff Belk, Club Secretary, continued by informing the meeting of apologies for absence which had been received from David Goodall, Chairman and Alan Kirkham, Vice Chairman, amongst others. Geoff then moved on to request approval of the minutes from the previous AGM which had been distributed just before the meeting began. Due to the absence of the Chairman and

Vice-Chairman, Ken Sleight signed them as correct.

Before Geoff moved on to "Matters Arising", Jenny Greaves raised the point that the minutes from the previous AGM stated that the members had voted unanimously for committee meeting minutes to be published in the Tradsheet and that this instruction had not been complied with. Geoff conceded that minutes from one meeting had been omitted due to holidays and felt that due to the delay between meetings and publication of the Tradsheet he regarded them as history. David Brown responded that they may be history to the committee by the time they appear in the Tradsheet, but were still of interest to many members.

At this point Jenny Greaves correctly stated that there had been two sets of minutes which had never been published. Norman Greaves then stated that this was suspicious as they were from what he believed to be 'critical' meetings. Geoff stated that his notes from meetings were available for inspection if anyone cared to do so, to which Jenny and Norman Greaves amongst others stated that the point was that the minutes should have been published in accordance with the members expressed instructions irrespective of any delay in publishing.

Geoff finished the debate and stated that the points raised would be noted and passed on.

During the Secretaries report Geoff thanked Jenny and Norman Greaves for organising the Hickleton Hall Period Dress and noted how successful the event had been. He went on to thank Ray and Esme Read and Pam Drury for their efforts prior to their resignations, thanked Julie and I for our efforts in producing the Tradsheet and thanked Julie for volunteering her services as Secretary. At this point, Barbara informed the club that she (as Geoff's boss!!!) was determined that Geoff was to resign at this AGM. This provoked much amusement and some well intended humour amongst the members.

Geoff went on to inform members that a new Web Site was under construction for the club and thanked Robin Critchlow for his work in producing the DVD of events during 2004.

Non Sherburn then presented the Treasurers report, reading from the Balance Sheet and Stock account.

The meeting then moved on to the election of the ex-officio committee members. Once again Ken Sleight was the only nominee for President and he was overwhelmingly elected to the position. Likewise, Julie was the only nominee for Secretary and she was also overwhelmingly accepted although the vote wasn't unanimous, I abstained (that'll teach her)! The election for Club Treasurer followed and once again Non Sherburn was

From the President

Dear Members.

I would like to thank you all for attending our recent AGM. It was very well attended, and seemed to me to clear up some recent misunderstandings. I do hope you were all satisfied with the outcome.

I would also wish to thank all who served on

the committee during the last six months.

Now to the new committee. I would like to welcome Julie, Graham and Robin onto it and wish them much success with their new commitment. After attending their first meeting last Wednesday evening I was very impressed with what I heard and saw, and wish them the very best for the coming year.

I liked their enthusiasm and their new ideas.

It has seemed to me to have been a long, hard, cold and wet winter. I will be very pleased to see those lovely light evenings and sunny weekends when we can get our old cars out again and enjoy them.

Ken.

FROM THE CHAIR

I am delighted to have been elected Chairman at the committee meeting on Wednesday 22nd February. I can assure the members that it is my intention to treat the club as theirs and during my tenure the committee will be open and accountable to the members.

I would also like to congratulate Robin Critchlow on his appointment as Vice-Chairman. Robin is full of enthusiasm and will work very hard on behalf of the club.

In-fact, the whole committee is full of enthusiasm and prepared to work hard to make our club an integral part of the local Classic Vehicle scene. It is our intention to organise new events and rallies and provide social events throughout the year for members to attend. We will address the points which were raised at the AGM and endeavour to plan for all eventualities in advance.

Robin Critchlow has already organised a road run for St. Georges day in support of the FBHVC "Drive It Day" and we hope as many members as possible will support this. See page 4 and box below for further details.

All the committee members have agreed to consult with members on all matters arising. And to provide the committee with an understanding of the members expectations we are seeking feedback through the questionnaire attached to the Tradsheet. This is very important to the future of the club, so please find time to complete it and return it to Julie by Wednesday 15th March (the next club night).

If you have any questions or suggestions do not hesitate to approach any committee member and if you do not get a satisfactory answer, write to the secretary. The committee aims to reply to all correspondence as soon as practical, so, if you have a grievance talk to us and give us a chance to resolve it before it gets out of hand.

All the jobs have now been allocated within the committee following some re-arranging (see back page) with the exception of the Rally Form Co-ordinator, which Ruth Sleight has agreed to continue to do until we can find a permanent replacement. If you are prepared to take on this important task please let one of the committee members know as soon as possible.

Julie is attempting to address the delay between club meetings and publishing the minutes by improving communication between committee members. If everything goes to plan we will have the minutes from last weeks meeting in next months Tradsheet and soon we hope to be printing them within one month of the meeting.

It has already been agreed by the committee that we will produce a special edition of the Tradsheet for prospective new members and that this will include an application for membership. This will be made available to all members as soon as it is ready.

Finally, I would like to assure every member that the committee will aim to exercise its limited authority in a fair and even handed manner, without prejudice or favouritism and always with the benefit of the club in mind.

Graham Walker

FROM THE EDITORS

As you are probably aware, we now have a few more hats to wear within the club, in-fact we could do with spare heads to wear them on - no comments thank you! However, we would like to ensure members that we will still endeavour to produce the Tradsheet to its usual standard (however mediocre that may be).

Please take the time to complete the questionnaire attached to the Tradsheet it is important for the future of your club.

Once again we must ask for contributions to the magazine, if we don't get them you just may find that all the future articles are about Mercedes or Woleseys. We are aware that a lot of people have given us contributions to keep the magazine full over the past few

Email: tradsheet@msn.com

months, but we know that a lot of people have never contributed anything - and we know who you are!

We would also like to take this opportunity to wish Mary and Don Edwards all the best for their Golden wedding celebrations on 24th March. (see page 10)

Next month we have the first part of the story of Colin Bailey and his Bentley S1, an article about the Goodwood Revival and much more ...hopefully.

Graham & Julie Walker

FBHVC "Drive It Day" Sunday April 23rd 2006 (St. Georges day)

A Road Run organised by Robin Critchlow
in support of the
FBHVC "Drive It Day".

We hope as many club members as possible will bring their cars for a short run and get together at a sight of local interest.

We are currently discussing rendezvous points and destinations with various parties and further information will appear next month.

the only nominee and was also overwhelmingly elected.

Geoff then informed the room that David Goodall (Chairman), Alan Kirkham (Vice Chairman) and he would not be seeking re-election to the committee, while John Garritt and Philip Carr would be standing again. He went on to state that two nominations had been received for new committee members from Robin Critchlow and myself. Following a vote for each of the nominees, the old committee stood down and the new committee members were asked to stand up so that the members would know who they were. I thought most members would have recognised us from the WANTED posters and appearances on the popular BBC programme "Crime Watch", but obviously not!

The new members were then invited to join the outgoing committee on the "top" table.

Ken then took charge of the meeting and asked for 'Proposals' - there were none. He then moved on to "Any Other Business" and Stuart Carey asked the room to express their thanks to Non Sherburn for her hard work and commitment. This was met with applause from around the room.

Sandra Parkinson then called upon the members to thank Geoff Belk for his time and efforts during the past two years when he had served the club as Secretary. The members once again demonstrated their appreciation with rapturous applause.

Lance Avill then asked the committee for their decision regarding the long running dispute over the inclusion of his advert in the Tradsheet. It soon became obvious that most of the members were unaware of the situation, and following a brief discussion with the retiring committee, Geoff Belk was left to explain the dilemma.

Basically, I had accepted an advert from Lance for his wedding car hire business in the Tradsheet during October 2005. He had paid for the advert in advance and the cheque had been banked. When the advert first appeared in the December edition of the magazine Trevor Miller protested that it was against club rules and demanded that it should be removed.

Trevors' claim that it was against club rules apparently relates back to incidents which took place circa 1993, when the committee at the time was asked to rule over objections to members taking their cars to shows bedecked in ribbons and flowers to promote their wedding hire businesses. I am informed that the committee decided that no-one would be allowed to advertise their business in this manner as it was felt to be detrimental to the club.

Following agreement with the committee, Geoff informed the members that Lance's advert would be allowed to run for its' full duration.

This situation has brought several potential problems into focus and I am concerned that previous committee decisions, potentially dating back decades, have become accepted as rules. In my opinion this cannot be allowed to continue as the **only** club rules are those which appear in the rule book and are provided in writing to every member. Due to my concerns regarding this situation I felt compelled to quote from the rule book that the committee does not have and never has had the authority to make or amend rules.

Rules can only be set by a two-thirds majority of the members attending an Extraordinary General Meeting or Annual General Meeting and following 28 days written notice of the proposed change.

At this stage Geoff referred to Trevor's standing within the club and the fact that he was one of the longest serving members, and that he hoped that he would understand and accept the committee's decision

Geoff then went on to express his personal opinions regarding adverts in the Tradsheet and collections for other organisations on club nights. He felt that all future adverts should be referred to the committee prior to acceptance and that only motoring related adverts should be allowed.

At this point I believed that Geoff was presenting the committees view and stood up to challenge him. It was only when others intervened that I realised my mistake and apologised to him.

Finally, Ken Sleight announced that the next AGM would be held at 8pm on 28th February 2007 and then meeting was brought to a close at around 9pm.

After the meeting I gathered all the committee members together for a photograph and recruited Rex Whitehead as press photographer. Rex wasn't conversant with my camera and in the rush to capture everyone I told him to press the off button rather than the shoot button. Rex had tried to take three photographs, every time turning the camera off before Julie realised what I had done. To his credit, Rex had suffered a lot of heckling from the line-up before the mistake was identified. Thanks for your patience Rex and I'm sorry I caused you so much embarrassment.

Graham Walker

I apologise if all this is rather repetitive for those members that attended the meeting, but many members were unable to be there in person.

CORRESPONDENCE

If anyone has any correspondence for the committee would they either present it to me on a club night or forward it to:

Julie Walker
Manor Fold, High Street,
Billingley,
Little Houghton
S72 0JA

Julie Walker

VACANCY

RALLY FORM CO-ORDINATOR

Can you help? We need a volunteer to take the job of Rally Form Co-ordinator. Assistance and equipment will be provided.

If you are interested in this important job please contact any committee member as soon as possible.

THANKYOU

Margaret Heath would like to thank everyone for their kindness during her recent operations and treatment, it has been much appreciated.

Margaret is optimistic that she will regain her normal fitness soon.

JUDGING, POINTS & CLUB BADGES

Please note that for **YOUR** vehicle to qualify for Excelsis Award points or to be judged in the Club Concours it **MUST** be displaying a club badge.

If you are not displaying one your vehicle will **NOT** be included.

Window stickers and metal badges can be obtained from

Robin Critchlow
Please buy one from him,
you'll make his day.



19 January 2006

DRIVE IT DAY
23 April

Announcing F&V's new initiative to raise the profile of the historic vehicle movement through an annual "Drive It Day", Committee Member Tony Beadle said "I thought St George's Day would be a singularly appropriate day to choose to celebrate the glorious variety of mechanical and transport heritage that we have in this country because on 23 April 1900, 64 cars set out from London on the first day of the famous Thousand Mile Trial - an incredible undertaking by those early motor cars and their pioneering drivers, and one which deserves annual celebration."

FHVC wants all owners of licensed historic vehicles to use them on 23 April, which this year happens to fall on a Sunday. This will be a truly national event and one that everyone can take part in wherever they live, and it's absolutely free of entry fees, just pure fun.

we don't have an incentive to preserve them, and that incentive was one of the world's
being a very large part of our national transport heritage. Drive it. That's the Road
to the future. It's not just a road, it's a way of life. It's a way of life that's
been there for a long time. It's a way of life that's been there for a long time.

... what we find in fighting for a freedom we don't

The FBHVC is calling on all owners of useable classic cars to take to the roads on Sunday April 23rd 2006 in a show of unity and to raise the public profile of the classic car cause across the country (see the press release above). What a great opportunity for all our Traditional Car Club members to

To celebrate this event and show our support for the FBHVC I am organising a road run to a place of local interest. The vehicles will start from an assembly area in Doncaster and travel in convoy through several villages arriving at our destination by mid morning. Every vehicle which participates will receive a St. Georges Day car flag to fly en-route.

To get your St. George's day window
mounted flag and route for the tour please



add your name to the list which will be available on club nights or ring me on (01302) 727164

Robin Critchlow

Trophy Presentation

Immediately following the AGM, the Diane Trophy, Wilsic Shield and Excelsis Award were presented by Non Sherburn.

The first presentation was the Diane Trophy for the club member awarded the most DT points during the previous year. This was won for the first time by Robin Critchlow with 45 points. The announcement was met with great applause and a little good hearted banter as Robin had made no secret of his ambitions for this trophy throughout the year.

The second award was for the Wilsic Shield, awarded to the lady member with the highest number of DT points throughout the year and to our utter astonishment this was awarded to Julie. I have asked John for a recount, but he insists that Julie won by a single point from last years winner Margaret Spencer. Julie is also very conscious that if it hadn't been for illness keeping Margaret from some meetings that she would have easily retained the shield.

Finally, the Excelsis Award was presented to Robin Critchlow for his Humber Sceptre. As Robin recently sold the car, I have suggested that it doesn't qualify, but once again

John Garrett insists that his scoring is correct and the decision stands. In Johns' words, "The winner of the Excelsis Award with a total head and shoulders above everyone else, a massive 99 points, is the 1966 Humber Sceptre belonging to Mr. Robin Critchlow."

Seriously, congratulations to both Julie and Robin, it just demonstrates their commitment to the club.

Graham Walker

Many thanks to John Garritt for his hard work in logging every single members DT points and providing the lists below.



Above: Robin Critchlow accepts the Diane Trophy from Non.



Above Right: Julie receives the Wilsic Shield



Above: Robin accepts the Excelsis Award



Left: Robins 1966 Humber Sceptre (now sold)

DT Points - The Results

Diane Trophy Results

- 45 Robin Critchlow
- 40 Don Brunt
- 40 John Garritt
- 35 Ken Sleight
- 32 John Coward
- 32 Phill Carr
- 30 Ken Frith
- 29 Tony Drury
- 27 Rex Whitehead
- 27 Graham Walker
- 26 Edward Spencer
- 26 Mark Ellis
- 25 Trevor Kirk
- 25 Jim Konstandelos
- 25 Colin Ratcliffe
- 24 David Goodall
- 23 Geoff Belk
- 23 Derek Whitlam
- 22 Roy Mortimer
- 22 Colin Bailey

- 21 Ray Read
- 21 Chris Taylor
- 20 Lance Avill
- 20 Trevor Miller
- 20 Les Bryan
- 20 Mel Turner
- 19 Frank Watson

Wilsic Shield Results

- 26 Julie Walker
- 25 Margaret Spencer
- 25 Pam Drury
- 24 Jenny Greaves
- 24 Sandra Parkinson
- 21 Mavis Parsons
- 21 Esme Read
- 20 Mavis Bryan
- 17 Barbara Hill
- 17 Christine Jewison
- 17 Ann Watson

Excelsis Award Results

- 99 1966 Humber Sceptre - R Critchlow
- 81 1950 Riley RMA - J Coward
- 81 1968 Morris Minor - J Garritt
- 76 1934 Armstrong Siddley - D Brunt
- 50 1954 Morris Oxford - R Mortimer
- 45 1935 MG PA - J Konstandellos
- 43 1934 Austin 7 - K Sleight
- 36 1964 Wolsley 16/60 - Mark Ellis
- 34 1967 Humber Sceptre - R Read
- 34 1975 Vanden Plas 1500 - C Bailey
- 33 1964 Triumph 2000 - K Frith
- 32 1963 Cadillac - P Carr
- 32 1962 Ford Consul - Capri - B. Hill
- 32 1978 MGB GT - M Turner
- 31 1960 Triumph Herald - Tony Drury
- 30 1972 VW Beetle - Les Bryan

Robin has now sold the Humber and has a 1971 Rover P5B which he uses on a daily basis. Robin also earned 6 points for his Rover.

A POPULAR EVENT

A few days ago I was sorting through (and tidying up) some old paperwork when I came across some notes of a time when our Club was front page news and which some of the newer members will not even be aware of. It was all the records, notes and photographs collected together by my husband, John, when he engaged in a quest to bring a Doncaster-built Ford Popular back to the Museum in Doncaster. John was terminally ill at the time but he was determined to achieve his aim for his own sake and the sake of the Club. He was successful and found a suitable car - in Middlesex, which Ken and Ruth fetched for us on their car-transporter, and very grateful we were too! The presentation of the car to the Museum was to take place during the year 2000 to mark the Millennium but, sadly, just a fortnight after the car's arrival in Doncaster, John died.

The presentation was postponed until the fol-



lowing spring, March 3rd, in fact - the day after John's birthday! The following article is my impression of that memorable day and I thought it would bear repeating.

.....and so it proved to be! On a bright, but cold, morning, Friday, March 3rd, 2000, a gathering of around sixty people assembled to witness the handing-over of the Ford Popular to Doncaster Museum by me, in memory of my dear husband, John, our late President. In addition to the local MP Rosie Winter-ton, the leader of the Council, Colin Wedd, Councilor Mrs. Yvonne Woodcock and, of course, the Museum manager, Mr. Geoff. Preece, I was very pleased to have the support of so many of you, members of the Traditional Car Club. Your support on what could have been a difficult day helped



way from Middlesex to be with us - and his presence was appreciated when his expertise was required to crank the Ford into reluctant life, when it proved too awkward for Geoff's efforts with the unfamiliar vehicle! (I am told Ken had brought his overalls, just in case! What a friend!)

A battery of cameramen was present, and, for just a few moments I felt quite like some kind of celebrity, being asked to look this way and that, and being asked to adopt some rather bizarre poses - which

me cope, although I was hurting inside.

Rosie showed a great interest in the car and marked that it was same age as her!! She

asked me about John and how it all came about and I, of course, was only too happy to tell the story. Also present were several other Doncaster-bodied cars namely two Jowett Javelins, a Jowett Bradford, a Ford Anglia (thanks Pam and John), another Ford Pop. and an Austin A30 Countryman (thanks Don). The previous owner of the Ford Popular, Bill Morgan, travelled all the

did my arthritis no good at all and I still bear the bruises!! But after all that discomfort, all we got was a piece of film on the lunch-time Look North, so brief that if you blinked you would miss it! But whatever.....it has certainly brought our Club into the lime-light.

Many took advantage of the relaxed atmosphere after the presentation to have coffee and browse round the other displays in the Museum. So if you were not able to be there on the day, do call in and have a look at "John's" Ford Popular.

Christine Jewison.

Car returns to its roots

WELCOME HOME: A historic car made in Doncaster has returned to its roots in the town.

The Ford Popular, manufactured in the town in the 1950s, was presented to Doncaster Museum by Christine Jewison, who has searched for the car to mark the millennium.

A president of Doncaster's traditional car club, Mr. John, said the car should be commemorated in the town.

After a three-month search, a Doncaster-based car club member, Mr. John, found a suitable car in the town.

Christine Jewison, president of the Doncaster Traditional Car Club, said the car was built at Briggs Motor Body Plant, Balby, in 1958.

and was brought back to the town by Mrs Jewison's late husband, John, the

club's president. The Ford is on display at the Museum on Chequer Road as a permanent reminder of the town's motor building heritage. More than 360,000 Ford cars were built in Doncaster, including 155,350 Populans. (D149MB). (Photo by Donna Clifford).

Me Winter-ton said: "This Ford Popular will be a lasting tribute to the town's motor heritage."

Mr. John said the car was brought back to the town by Mrs Jewison's late husband, John, the club's president. The Ford is on display at the Museum on Chequer Road as a permanent reminder of the town's motor building heritage. More than 360,000 Ford cars were built in Doncaster, including 155,350 Populans. (D149MB). (Photo by Donna Clifford).

Der Silberpfeil

I thought the members might be interested in this article, published recently in the Mercedes club magazine. It was written by Denis Hirst. He and his wife, Joyce, used to be members of the Traditional Car Club before moving away from Yorkshire to Cumbria a number of years ago. The Mercedes owners in the Club may, of course, have already seen it but that shouldn't spoil it for the rest of us!

The photograph was taken near the village of Irby in West Cumbria with the lovely fells of Lakeland in the background, which is just a few miles from Denis and Joyce's present home.

Christine Jewison.



From the age of 17, sports cars have always fired my imagination. Dreaming of Bentleys and Lagondas, but more realistically coveting a Morgan or an MG TC, I had to wait until 1956 when I was able to buy, for £98.10s, a 1933 MG L Magna Six that leaked air, petrol, oil and water. Despite a relatively impecunious early married life ("stork forces sale etc") we managed to acquire an Austin A40 Jensen bodied sports of which my wife and I have fond memories with two small children, the caravan behind as we toured the Lakes and Scotland.

Until retirement, for a number of reasons, large saloon and estate cars became our necessary form of transport. Since then, an MGB, a Daimler V8 250, a Scimitar and a 1950 Riley RMC Roadster have given much pleasure.

The last provided 11 years of tremendous fun but now that we have both comfortably exceeded the biblical span of years, was lately proving heavy to drive and fettle for our increasingly arthritic arms, shoulders and legs (knee replacement looms). It was

also becoming annoyingly incontinent and developing a penchant for homeward journeys on low-loaders.

And so we said farewell to 'Clarence' Riley and looked around for a suitable successor. After considering Alvis, Stag and TR, I had a blinding vision. How about something like JR and Bobby Ewing used to drive through the gates of Southfork? After devouring the MB SL series, the Complete Story, borrowed from the local library, I began to scour the motoring press.

At the end of December 2004 we found it: a much owned and much driven 1971 350SL in my favourite colours, silver metallic with burgundy interior. We admired it, I drove it and it seemed to be the answer. Alan Place, the classic specialist and race preparation expert from Dalston near Carlisle, who had successfully sold the Riley for us, travelled the 100 miles to Bishop Auckland to vet the car on our behalf. His reaction: "If you like it, buy it now!" So we did, are delighted with it and are

figuratively shedding years with every outing. Auto, PAS, EW, H and S tops, tax exempt, 200bhp - all that a geriatric automobilist could require and desire.

The icing on the cake has been the warm welcome extended to us by the Members of the Cumbrian Region of the Mercedes-Benz Club, notably Kate Workman and Bill Reid at the shows and runs we have enjoyed in their company.

And so our obsession continues apace (literally!). Der Silberpfeil meets the major criteria we believe a sports car should offer: every trip around our local lakes and fells remains an adventure and we feel better on return than we did on setting out. Or, "jede Fahrt ist eine gute Fahrt" - as they say in Germany.

Denis Hirst

Editor's note: If you, like me, have no German, Denis's headline translates as 'the silver arrow' and his last line as 'every journey is a good journey'.

Yorkshire Thoroughbred Car Club Concours 1978

Ray Read recently loaned me the program for the YTCC concours event from Saturday 8th July 1978. There were only thirty vehicles pre-entered for the event, but amongst them were a few owners names which seem to be familiar.

Entry number 16 was a 1937 Austin Ascot, entered by J Jewison of Doncaster. The program states that the vehicle had one owner until 1968, when it was purchased by

the present owner. The car had starred in a Yorkshire TV programme called "Joby" and had only covered 52,000 miles from new when it had cost £220. The Austin claimed a top speed of 62 mph and returned 27mpg.

Another familiar name accompanies entry number 26, a 1952 Alvis TA21 entered by B Sherburn of Doncaster. The TA 21 sports saloon is said to have cost £1,900 when new and had a top speed of around 100mph with

fuel consumption in the low twenties.

The winner of the event was entry number 5, a 1925 Bentley 3 litre four seater sports entered by Mr R Read of Doncaster, who was described as a visitor from the Doncaster Traditional Car Club.

Graham Walker

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Kelham Island Fashion Show - or - Ross Pulls a Cracker

I was recently invited to join club members Norman and Jenny Greaves on their visit to the 1940's fashion show at Kelham Island Museum, Sheffield. Unfortunately, although it was a Sunday, Julie had to work - so I was up for a good day out.

The show was organised by Mike and Corrine Gilbert and their Son Ross. Mike acted as compare while Corrine and Ross joined the chorus of models who all appeared in their own clothes.

Although they have done many of these shows over the years and always provide a polished professional experience, this was

inspiration for the expanding 1940's wardrobe. Mike soon spotted us in the crowd and brought us through to reserved seats along side of the catwalk. It's not what you know, it's who you know (or so they say).

Mike stated at the beginning of his commentary that the clothes on show were not the everyday wear from the period, but were the clothes that people wore for special events or evenings out. And some of the clothes were very glamorous.

We were not only shown frocks, suits, coats and trousers, but also bikinis and even underwear from the war years and the 30's.

All the models performed admirably and didn't seem at all self conscious as the flash guns fired and people cheered and whistled.

Mike also pointed out that he was aware that there had been a backlash against real fur in the post war years, spectators must understand that they were not necessarily condoning the wearing of such items, but were displaying only original garments.

As always Mike kept the audience entertained with his anecdotes and wartime facts while the models struggled to keep up with the pace. His knowledge of the period and clothing is very impressive.



Left: Ross Pulls.

Right: A typical 1940's Wedding Party

Below: 1940's US high fashion.



Graham Walker

Who knows, perhaps some people will draw some inspiration from the clothes for the next Concours event. It's certainly worth having a word with Mike, Corrine and Ross if you are interested in this growing aspect of the hobby.

the largest they had undertaken with a total of 54 garment changes. One of the models was scheduled for six changes on her own. And don't underestimate this task as some of our members may remember, these clothes were never as easy to get in and out of as today's attire.

We had just taken our seats for the show when Ken and Ruth Sleight appeared looking for



Left: Brown frock and real Fox fur - ideal for a day shopping.

Right: White slacks, matching head band and white plimsolls with striped T-Shirt



MINUTES FROM THE COMMITTEE MEETING 8TH FEBRUARY 2006

- 1 **Present:** Ken Sleight (President), Geoff Belk (Secretary), Non Sherburn (Treasurer), David Goodall (Chairman), John Garritt, Phillip Carr
Apologies: Alan Kirkham,
- 2 **Minutes of last meeting,** were signed as correct by (chairman) David Goodall.
- 3 **Matters arising/carried forward**
Reference to wedding car advert.
It was proposed that the advert stays in the Tradsheet for a year and the committee agreed.
- 4 **Any other business**
The change of address of our accountants is to be added to all paperwork

5 **Standing Items**

A Correspondence

A letter was received from Trevor Miller regarding the wedding car advert in the Tradsheet

B Membership

One new member John Jenkin

C Financial Report

Funds £859.73

D Club Meetings/Events

Date of next meeting Wednesday 22nd February 2006 at Owston Hall at 8:00pm

Geoff Belk (Secretary)

GOLDEN WEDDING CELEBRATIONS

Congratulations to Mary and Don Edwards on the occasion of their Golden Wedding on Friday 24th March 2006.

They have been members of the club for many years, their family have also been very active in the club in earlier years. Mary is the lady who makes the cakes for our Christmas raffle.



‘Specially - 4 -U’



L.S. & S. Avill

10 Robin Hood Crescent, Edenthorpe, Doncaster

01302 882166

WHEN IS A KIT CAR NOT A KIT CAR - WHEN IT'S A PANTHER

Some time ago I was speaking to Chris Molson and he told me that he was constantly being ribbed about his Panther Lima being a kit car. He even told me that he had attended a large rally a while ago and had been forced by an over zealous marshal to park in the kit car section. This obviously riled Chris, so I took every opportunity to remind him about it.

Seriously though, where was that marshal during the 1970's and 80's, when, in my opinion, Panther were producing some of the most desirable and exciting cars in Britain.

Panther cars was founded in the early 1970's by Bob Jankel and initially had full order books for their 1930's styled J72 and De Ville models which were based on the Jaguar SS100 and Bugatti Type 41 Royale respectively. These original models were built around contemporary Jaguar engines and gear boxes.

The top of the range V12 Panther De Ville cost £17,650 in 1972, which made it possibly the most expensive production car in the world at the time. It relinquished this title to the Rolls Royce Carmargue in 1975.

Panthers' first volume production car was the Lima introduced in 1976. The Lima was powered by a 2.3 litre Vauxhall slant four, similar to the power plant used in the top of the range Firenza's and Magnums of the day (this is the model owned by Chris). The ties between Vauxhall and Panther became so close during the production of the Lima that you could test drive and buy them through local Vauxhall dealerships. I well remember drooling over one at their Sheffield showroom circa. 1979.

Those who may consider that retro styling is not acceptable in a contemporary motor car, should consider the current BMW line up. Not only are the Z3 and Z4 styled around 1950's designs, but the very expensive Z8 is a homage to the classic BMW 507. And Jaguar are not only aping their designs of the 60's, but even re-using the S Type name.

Furthermore, those who point out that Pan-



Left:
Chris Molson's
1979 Panther Lima

ther didn't produce their own running gear should remember neither did most of the early manufacturers, in-fact, Benz was fitting DeDion engines in the 1890's.

Panther didn't only produce retro-styled motor cars, they also produced a contemporary saloon called the Rio, which was based on Triumph Dolomite running gear including a powerful Sprint version. And later the two-seater mid engined Solo powered by a turbocharged Ford Cosworth engine with four wheel drive.

But the model which remains burnt into my memory is the outrageous Panther Super 6 (I guess that would also have been directed to the kit car section by our uninformed marshal). This was a futuristic open top tourer with four wheels at the front - six in total. It looked as if it had come straight from the set of "Thunderbirds". The design was inspired by the Tyrell Formula 1 race cars of the period which had a similar configuration.

The Super 6 was demonstrated at the 1977 London Motor Show, powered by a turbo-charged 8.2 litre Cadillac V8 providing 600bhp and a top speed of 200 mph. Unfortunately, only two of these amazing vehicles were ever built.

Despite the launch of a turbocharged Lima in the late 70's, the company couldn't escape the effects of the recession and like many other specialist car producers called in the receivers. In 1980 Jindo Industries of

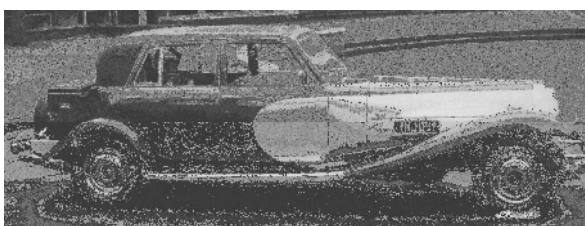


Korea bought the company, transferred production of the J72 to Korea and re-launched the Lima as the Kallista in 1982 powered by a Ford 1.6 litre straight 4 or 2.8 litre V6.

In 1985 most of the company was sold to SSangyong, who produced the Solo. Production of the Solo never achieved its' targets and Panther ceased production in the late 1980's. Although rumours of its' resurrection continue to-day.

Graham Walker

I understand that Chris is currently recovering from a serious operation, so he may not read this article and if no-one tells him about it I can continue to rib him about his kit car. But if you do read it - Everyone at the club hopes that you'll get well soon Chris.



Hugely Expensive Panther De Ville



Amazing Panther Six

Future Events

Wed	15 Mar	Noggin & Natter	DT
Sat/Sun	18/19 Mar	London Classic Car & Bike Show -Alexandra Palace 0870 366 6542 www.londonclassicsshow.co.uk	
Wed	29 Mar	Noggin & Natter	DT
Sun	9 Apr	Brayford Waterfront North Lincoln YTCC 40th Anniversary Road Run	
Wed	12 Apr	Noggin & Natter & Tradsheet	DT
Mon	17 Apr	Threshing Morning - Haywain Museum, Epworth - No entry forms	
Sat/Sun	22/23 Apr	North Yorks. Moors Railway - Pickering Steam & Swing Weekend	
Sun	23 Apr	Traditional Car Club St. Georges Day Road Run- DON'T MISS IT. Fort Paull, Hull	
Wed	26 Apr	Noggin & Natter	DT
Sun	30 Apr	John Smiths Brewery Car Park, Tadcaster - pre 1980 cars only - No entry forms	
Mon	1 May	Waltham Windmill - Waltham, Lincs.	
Sun	7 May	Normanby Hall, Scunthorpe	
Wed	10 May	Noggin & Natter & Tradsheet	DT
Sat	13 May	Newark Notts County Show - Veteran & Vintage Day	
Sun	14 May	Newark Notts County Show - Classics Day	
Sun	21 May	EYTCC Sewerby Park - Bridlington Beningbrough Hall Rally - Pre 1950 cars ONLY. Woodhall Spa Country Show	
Wed	24 May	Noggin & Natter	DT
Fri/Sun	26/28 May	COOC Welsh Tour	
Sun	28 May	Thornton Le Dale Annual Gala	
Mon	29 May	Sherburn Aero Club - Ruth will provide extra forms as they become available	
Sun	4 Jun	EYTCC Burton Constable Hall	
Wed	7 Jun	Noggin & Natter & Tradsheet	DT
Sat/Sun	10/11 Jun	Brocklesby Park Vintage Steam Rally - North Lincs	
Sun	11 Jun	EYTCC Hull to Bridlington Run YTCC Concours Rally - Monk Bretton Park, Barnsley (previously Cannon Hall)	
Sat/Sun	17/18 Jun	COOC Lakeland Tour	
Sun	18 Jun	Brodsworth Hall - Fathers Day Phone (01302) 722598	
Wed	21 Jun	Noggin & Natter EYTCC Beverley Market Place evening event	DT
Sun	25 Jun	Sledmere House Rally Hibaldstow Village Gala Brocklesby Country Fair - North Lincs	
Sat/Sun	1/2 Jul	Whitby - Spirit of the 40's weekend RAF Waddington International Air Show Winterton Show - Winterton	
Sun	2 Jul	EYTCC - Brodsworth Hall Brinsworth Gala Day	
Wed	5 Jul	Noggin & Natter & Tradsheet	DT
Sun	9 Jul	Ripon Old Cars - Ripon Mid Lincs. Rover Club at East Kirkby Aviation Museum, near Spilsby	
Sun	16 Jul	Hope Valley Lions - Hope Newby Hall	

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

While we make every effort to ensure that the dates and events listed are correct at the time of publication, we cannot guarantee that the information provided to us is accurate, or that events will take place as scheduled. We therefore strongly recommend that dates and times are confirmed with the organisers before setting off.
'DT' indicates that the event qualifies for Diane Trophy, Wilsic Shield and Excelsis Award points

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DOWN

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| 1. | Muscle man with an Egyptian connection (9,8) | 2. | A Song “I’ve been a wild ----- for many a year” |
| 7. | The Griffin is its mascot | 3. | The initials of Mr. Morris’ business |
| 9. | Lady Docker was well known to travel in one | 4. | The Red Triangle |
| 10. | A feeling of joy on winning | 5. | Elvis’s transport |
| 12. | Old Mother ----- | 6. | This car may have a sting in it’s tail (8,8) |
| 13. | Mr Jellinek’s daughter | 8. | One of many Bond Cars (James that is) |
| 15. | Sounds like a rocket | 11. | A spring floral display |
| 16. | Closely associated with 9 across | 13. | Sounds like a gent’s name |
| 19. | Herbert Austin designed their first car | 14. | Usually a posh girls name |
| 20. | A bright day is always had in this car | 17. | Made in Bradford |
| 21. | Two very well known rather reliable gentlemen (5,5) | 18. | Made in Czechoslovakia |
| 23. | A rather splendid northern bridge | 22. | You can rely on its wheels |
| 25. | Herbert made it | 24. | Well known for their Green Label |
| 26. | This chap is not from the valleys | 27. | They gave us the BUG |
| 28. | A sleek cat | | |
| 29. | They claim it will go anywhere | | |
| 30. | Who would believe it was originally French | | |
| 31. | A River crossing in France (4,7) | | |
- Please Note that there was a misprint in last months magazine and clue 16 across incorrectly referred to 8 down. I apologise for any**

Please Note that there was a misprint in last months magazine and clue 16 across incorrectly referred to 8 down. I apologise for any inconvenience and head scratching this may have caused.

Julie Walker

Who Does What in Our Club

President	Ken Sleight	01302 337483
Chairman	Graham Walker	01709 881253
Vice Chairman	Robin Critchlow	01302 727164
Secretary	Julie Walker	01709 881253
Treasurer	Non Sherburn	01302 535769
Fund Raiser	Robin Critchlow	01302 727164
Membership Secretary	Non Sherburn	01302 535769
Event Manager	Robin Critchlow	01302 727164
Archivist	Non Sherburn	01302 535769
Diane Trophy Scorer	John Garritt	01302 742710
Public Relations	Phillip Carr (Mobile)	07810 661728
Tradsheet Editors	Graham & Julie Walker	01709 881253

Non Committee Members:

Technical Information	Des Turner	01302 888500
Rally Form Supply	Ruth Sleight	01302 337483

APPLICATION FORMS

If, or when you receive any application forms for shows which other members may be interested in, please contact Ruth Sleight on (01302) 337483 or bring them along to a club meeting so that she may take a copy for the club files.

TRAD MART

Gents Cycle - old style rod brakes, 3 speed, green. Very good condition. £65 Phone Trevor Kirk (01302) 849956 (3/3)

1976 Triumph Dolomite Sprint, 67,000 miles, Automatic, Honeysuckle, s/steel exhaust. Vast history file. Taxed & Tested. Lady owner, genuine reason for sale. £1,000 o.n.o. (01709) 813379 (2/3)

N Reg Ford Escort Estate. Good clean car. Red M.O.T. till Sep 06 Zetec engine, ver economical. Must reduce stock.

£500 ovno. First to see will buy. Tel. Alan 01977 608649. (1/3)

Vanden Plas Princess 1300cc. Free Tax. M.O.T. till Aug 06. damask Red, Dark Blue Leather interior. Picnic tables behind front seats. Good carpets. Full history inc. all M.O.T's. 50,000 miles. Good looking classic £1,200 ovno. Tel. Alan Kirkham 01977 608649. (1/3)

1954 Morris Oxford Series 2, For Sale or p/X modern classic. Black, Taxed & tested. Maintained by Barry Barton. Any p/x must be road worthy and useable on a daily basis - Roy Mortimer (01302) 857554. See below.



CAR TRAILER FOR HIRE

Club member Stuart Carey has recently acquired a 13 foot twin axle car trailer complete with winch. The trailer is fitted with full electrics, 8 ply tyres and is capable of transporting a vehicle of two tonnes gross weight.

The trailer can be hired by club members with a suitable towing vehicle for £25 per day.

Anyone interested contact Stuart on **(01302) 844936**

Commercial Adverts

The following rates are for 12 issues:

¼ Page	£30
½ Page	£50
Full Page	£80

Anyone interested please contact the editors.

YORKSHIRE THOROUGHbred CAR CLUB CONCOURS

Our neighbours in the Yorkshire Thoroughbred Car Club will no longer hold their Concours Rally at Cannon Hall. From 2006 it will be held at Monk Bretton Priory, Barnsley, (opposite the Black Monk). This years event will be held on Sunday 11th June.

2006 is the 40th Anniversary of the YTCC and to celebrate they are holding an anniversary Road Run on Sunday 9th April. Further details will appear as or when they become available.

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

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