



DECEMBER 2007

MERRY CHRISTMAS THE TRADSHEET

JOURNAL OF THE TRADITIONAL CAR CLUB



DECEMBER 2007

FESTIVAL OF THE PLOUGH



The reversible plough doing its thing

16th September 2007

Off again to Low Burnham near Epworth for the Festival of the Plough, it seems to come round quicker every year. It was dry and sunny, but as the venue is held on a ridge overlooking the countryside surrounding Epworth it was pretty windy to say the least! After parking up and saying hello's to Ivy, Brian, Robin (plus admiring his new acquisition) and Sandra I decided to have look around the showground. This year seemed bigger than ever with a good display of classic cars. There were lots of stalls selling books, cards, cheeses, honey and local produce. You could even buy an old

There was also a poultry tent; vintage model display and even a display from someone who seemed have dedicated his life to the Volvo truck! Fresh from their success at Epworth Show was the singing puppets – a huge success yet again. Those who didn't see them missed a treat – Robins favourite!

The entertainment was varied from folk singers with a mix of traditional and contemporary songs to Morris men and Appalachian clog dancers- something very different and spectacular to watch. They got everyone's feet tapping!

In the surrounding fields tractors were busy

ploughing their allotted strips with various vintage and classic machines and for the more nostalgic there were pairs of shire horses pulling hand ploughs – proving very popular with the spectators – taking them back to a much slower era. In the opposite field was the thing that put paid to those days- a pair of steam traction engines pulling a reversible plough. For those who haven't seen this spectacle it is something to behold. A prime example of progress.

There were displays of stationary engines, tractors from all eras and even a horse pulled gin. There was a working steam thresher too.

Festival of the plough is a great show and well supported by the local

community. I heard that the land was up for sale and next years show was in doubt. I only hope the organisers find an alternative venue at it is a gem in the showing calendar.

Tracy Irwin



Old and new, horse power to steam power

fashioned iron tractor seat which they had turned into a work of art if you so desired! There were two craft tents housing very good selection of stalls selling jewellery, jams, pickles, leather goods, spices, corn dollies, and giftware - something for everyone! All very good quality. Perfect retail therapy opportunity.



From The Chairman

An Open Letter to The Members:

My thoughts go back to the last AGM when through injury and ill health Graham and Julie found it difficult to carry out their unflagging duties to the club, with the anniversary programme due and a busy year ahead members wished them to carry on their good work and support them in any way possible to carry things forward.

The result was the club had its' most successful year in its' history.

Owing to the childish attitude of certain members we now face the next AGM without the support of these two very dedicated and capable members.

Those responsible should remember that the Traditional Car Club is a hobby and should be enjoyed, leave the politics of "it's my job" to the workplace.

I do hope Julie and Graham can be persuaded to change their minds, the club would never be the same and we cannot afford to loose them if we wish to continue moving forward.

From Two very concerned members.

FROM THE EDITORS

tradsheet@traditionalcarclub.co.uk

We thought long and hard about printing the letter above, as we are aware that it will not be read in the manner in which it was intended by some people. However, we have always printed everything we were given for the magazine, good or bad and felt that we should not break from that in our final edition.

Having read the letter, we realise that it is necessary to explain further why we are extracting ourselves from the club. While we would like to thank the committee members that have supported us over the last few months, we cannot and will not continue to support a regime which does not support those that work on behalf of the club. Anyone that has read the committee minutes from the last few meetings will understand what we mean.

We feel that we have been fair to the club by giving two months notice of our resignations, but we were not prepared to continue to the end of the year, as we believe that those that have brought the situation about should be the ones to deal with the consequences.

We would like to thank all the people that have contacted us and wished us well and hope that the membership will understand our reasons. We wish the club well for the future and hope that it will attain its' potential and continue to thrive.

We would also like to thank the members that have contributed to the magazine over the years while we have been editing it, without them there wouldn't be a magazine.

Finally, we would like to wish members a very happy Christmas and a prosperous new year. It is not our intention to send Christmas cards as we will once again be giving a donation to charity in lieu of the cards.

Best wishes.

Graham & Julie Walker

RESIGNATIONS

As you will read in the attached minutes from the last committee meeting, Julie has given notice of her intention to resign as Company Secretary and to leave the committee as at 31st December 2007.

This has been a very difficult decision for Julie as she didn't want to let the membership down, but she felt that she could no longer continue.

Mike Gilbert also informed the committee that following medical advice he will not be seeking re-election to the committee at the AGM.

HELP

Can anyone in the club help me by the loan of an engine hoist. I need to replace the clutch in my Jensen and the loan of a hoist would make the task a little easier! Any such loan would be greatly appreciated and I would collect and return the hoist myself.

Hope some one can help!

Gerry Emms 01302 851862

2008/09 COMMITTEE NOMINATIONS

Attached to this edition of the Tradsheet are nomination forms for the 2008/Committee.

If you wish to nominate a member for the committee complete the form and return it before the end of January

AGM DATE
28th February.

CARR'S COME INTO AN ESTATE (NOT QUITE!)

Well, we had some fun with the '63 Caddy, over three years we enjoyed the "show" scene, unfortunately due to storage problems and the house move, she had to go! I looked at it that we were guardians of a fantastic rare car of her type and was sold to someone who is a collector of old caddy's.



We then went backwards in some ways, along came the '94 Mustang collected from Devon one rainy day in Jan '07, that my friend I had seen on EBAY and yes I paid £250 deposit UNSEEN! To secure M 891 NTT a 3.8 litre Mustang Coupe GT, exported from the USA to Japan and then imported to The UK. I was the first UK

owner. But, ever since Nathan could walk/talk, he's has a total fascination about VW's "air cooled of course". My best mate John told us about a VW Variant Estate in South Wales and when I was at my brothers' saw a wedge Minin Bus in Preston, so that was it, that weekend we went with Nathan in tow to look at Volkswagens.

First was the VW wedge mini bus at Preston, it was LHD, with German number plates, ex fire brigade, it had been sited on a Nu-

After a brief phone call it turned out to be 20 miles away from where we were. The only problem was someone (a German) was on their way up from London to view the car and he had first refusal. We rushed down to see the car and to cut a very long story short, as the garage door was opened, we fell in love.

We finally purchased the car and drove it home. The German went home loosing out on his car, but will be taking home in future a rarer car locked away in another garage.

Oh... our new purchase, it's a 1967 Volvo

Amazon Estate and what a nice car "Rhonda" is too. She has done less than 2,000 miles in 30 years and 143 miles in the last 12 years. She's only been to the MOT station and back. She's not perfect, but what car is?

We're looking forward to going around the shows next season, as Rhonda was firstly run as a modern car with her



clear power station, it was automatic with the 21,00cc engine. It drove very well but the interior couler was horrible. There were a few problems with bodywork, it had been repainted... why? Because I could see the green and white colours before, yes you've guessed, it was in fact an ex police mini bus. We



owner, the condition was excellent and the mileage was very very low.

We went to six shows only and won five prizes with the Mustang, three first places and two seconds. However, more important to me was when I won yet again at the Roth-erham Show, we'd had one runner up and two firsts with the Caddy and first with the Mustang three years in a row in the "Best American" class.

The Mustang has now been sold to a member of Just Classics, so she'll still be seen at shows.

Nathan our nine year old son, was told he could pick our next vehicle. We even gave him the option still of the long running saga of the choice of a "Green Goddess". Thankfully he declined, although he still likes

went away, John and I with Nathan to have breakfast, we had to explain to Nathan (who was still excited about the blues and twos it had fitted and working very LOUD) that it was too much money and if it had been cheaper we may have bought it! (NOT!)

After breakfast John reminded me we still had the VW Variant estate to look at. I commented how far away it was, John said we were out for the day, as long as I kept him fed, watered and fuelled up we'd get sorted today.

Now although Nathan wanted a VW, I had been unsuccessfully trying to chase a car up in the same County and finally rang the person up the night before, I explained to John and Nathan. As we were in the area it was worth a look, even if Nathan didn't like the type and make of car.

last owner, then laid up for many years, then recommissioned around tax exempt legislation time, then just MOT'd since. She has never been seen on the classic car circuit, and what a find! As good as a "Barn Find" without all the restoration work. She's being used as a second car and Nathan enjoys the school runs as Rhonda has many little fans.

Some club members have already seen the car and I've had positive comments made. Even Joe liked her, especially when I changed the "Unipart" yellow plates to black and silver number plates.

Yes she is a bit different, Nathan loves her, maybe next time....

Phil Carr

The St Ledger Historic Vehicle Rally

Sunday 14 Oct 2007.

Once again Ann and myself went along to the Trolley Bus Museum at Sandtoft.

The weather was overcast but dry, although at the South Yorkshire Aviation Museum on Dakota way, which was the start of the Road Run to the Trolley Bus Museum, the weather was quite daunting, and all the highly polished vehicles - motorcycles, cars, buses etc, got a unexpected downpour.

Because of the limitation of the display areas, the rally was held on two sites; the main part of the rally was held at the museum site on the large central grassed area that mainly consisted of motor cars and motorcycles, the larger entrants, namely buses and lorries, were sited on a separate show ground alongside the visitors car park. Every time we visit this venue at Sandtoft, the event appears to grow in stature.

The attractions this year included-

The road run from Aero Venture on Dakota Way,
Trolley bus rides,
Trade stands and small car boot,
Souvenir shop,
Café - all foodstuffs at very reasonable prices,
Audio visual shows in the Regal lecture theatre,
Children's play area,
Vehicle displays
The Sunbeam cycle shop, along with a selection of old lawnmowers,
The existing 1940s Pre-fab which has now been re-furbished,

The Isle of Axholme bus tour - FREE - this was a thirty minute ride in a 1950's single decker bus, it was a conducted tour around the local villages, with an experienced guide pointing out various historical buildings of interest, including vestiges of the old R.A.F Sandtoft Aerodrome and airstrip from W.W.II.

Our single decker bus guide/historian explained, above the rumble of the bus's noisy diesel engine, that during 1943 to 1946, the area in which the museum is located was R.A.F. Sandtoft, a small airfield with an aircraft service area and workshop. Also Lancaster, Halifax, Spitfire and Hurricane aircraft were based here for training purposes, although it often saw action as a landing strip for aircraft based at nearby Finningley and Lindholme airfields that were returning disabled from bombing missions.



The access roads to the main runway now form part of the quarter mile trolley bus circuit.

The T.C.C. was well represented with a splendid line up of members' cars. Les and May Bryans V.W. Type 2 Camper Van was, unfortunately, a victim of the inclement weather that befell the Dome area, and I am sorry to say, it is the first and only time in many years that Les was saddened as his usually impeccable and exquisite camper van was not at its best. However, I did offer my handkerchief to appease his unfortunate predicament.

About a dozen motorcycles were in attendance, including a stunning Harley Davidson, which stood resplendent in oceans of bright work; apparently the rider had travelled up from Birmingham that morning. He had acquired this gleaming motor cycle six months previously, complete with a spares and extras catalogue which he described as a three inches thick lever arch file, advertising some of the more extreme extras you could procure for your Harley. This proud owner had in six months spent roughly six thousand pounds in extras, and was still looking at obtaining more shiny bits of bright work.

There were also six powerful touring motorcycles parked at the side of the Sunbeam cycle shop - three B.M.Ws, two Hondas and one Suzuki; these bikers are preparing to undertake a four to six week continental touring holiday. Also in the line up of motorcycles was a regular exhibitor at these local rallies, an elderly gentleman with a very high mileage Triumph Tiger 100. According to his display boards he has travelled

to many parts of the globe astride his trusty steed.

This is one rally where paintwork and bright work polishes, mutton cloth, dusters, cham-ois leathers, buckets and sponges are conspicuous by their absence. None of them being dutifully applied to their pride and joys at this venue as there was no judging or awards given out, just an enjoyable and relaxing day, meeting friends old and new.

My choice exhibits of the day, and the most unique vehicle was a cream and pink Nash Metropolitan that stood resplendent with l.h.d. configuration and American number plates, and the stunning Harley Davidson. The little Nash Metropolitan was the product of Nash and Austin; the two companies devised this unique example of Anglo-American transatlantic co-operation in the fifties, and produced this American styled body with an Austin A40 power unit and running gear.

As I reported in the December 2006 edition of the Tradsheet, scrumping was prevalent and popular amongst classic car exhibitors; well apparently in 2007, one year later, these now professional apple pie loving classic car devoted aficionados were out in force again, despite my warning to them one year ago, and despite the c.c.t.v, security guards, barriers etc, they relieved these fruit trees of their produce.

Methinks this is a case for Inspector Clouseau; watch this space for further updates on the Sandtoft apples misappropriation.

Frank Watson

WOZ's WARBLINGS - (A Life Journey - Continued)



gine positioned on a jack to give a level power train in the body shell. Next came the engine mounts, the 914-6 was only mounted on the bulkhead with a bracket which was always a poor design, so I decided to use the original four cylinder mounts in the body shell and also a nose mount. This was fabricated in the workshop using two Ford Fiesta rubber engine mounts to insulate the engine from the body. The



Well, I left off last time at the 914 Guru Chris Raynor's place, so home I came and my car was fitted up with the little bits of trim from Chris's. I ran the car for a couple of years in 'standard' trim then one day a friend had a go at me for ignoring him in town. "Sorry it was not me" I replied. "Well, if it was not you it was your car" he said. "What, another yellow 914 in the area", so off I went in search of the new car and found it. She was an 1800cc on steel wheels – something had to be done, and thoughts of the blister arches and bumper sections I had seen at Chris's came back to me. I got as many photos etc. of the 916 and decided it was time to bite the bullet and buy the body kit. I hired a van and went down to Oxon and loaded up with goodies including four wide wheels to fill those new wheel arches. In time the car received the mods and was re-sprayed in the original yellow. I had joined the Porsche owners club and went to the 1000 km race a few times and met up with other 914 owners. Also having a chance to look at other people's cars, which included the

914-6 and I realised that my car would have to undergo an engine transplant to give it the power and that flat six engine growl; anyone who has owned a 911 will know what I mean. I became friendly with a Rich-

ard Cory Smith and Crispin Manners who told me lots of things about the 914-6. At the time Richard was racing a 914-6 in a sports car round, parts for the transplant were got including at the time the highly sought after oil tank – the flat six has a dry sump system where the oil does not live under the engine in the sump, but in a separate oil container away from the engine. Thus leaving the bottoms of the engine dry; if you don't understand don't worry, go and have a cup of tea or coffee!!

So the car was stripped and all the running gear removed. Now remember the local Porsche specialist, I had become well acquainted over the years and he allowed me into his vast second-hand spares; I got hold of the complete front struts, discs, callipers off a 911 which bolted straight onto the 914. This now gave me vented discs and the five-stud wheel fixing instead of VW's four. Also the engine from a 911 2000cc Sportomatic was sourced from his parts along with an appropriate flywheel, clutch, etc. This was all bolted together and the trans-axle mounted to the motor, then the whole lot lifted into the car. The transmission relocated to its original points and the en-

original gear rod was cut and rotated 160° to go past the new set-up. Oil hoses were made and fitted along with an exhaust system. Next came the rear suspension, a 914-6 system was just not available so I had to modify what I had got; 911 rear drive flanges and outer CV joints and drive shafts were acquired. The drive shafts were cut in half along with the original 914's, sleeved and welded and pinned together, so I ended up with a 914 CV joint to meet up to the gearbox and a 911 CV joint to mate with the 911 5 stud drive flange.

The original 914 4 stud discs had to be welded up, machined and redrilled to the 911 5-stud pattern. Next was a set of Koni adjustable dampers and fitted; the ride height on the rear was adjusted with the new coil over dampers; the front ride height was adjusted by the adjuster bolts on the torsion bars, two 7 x 15 Fuch 911 rims went on the front with 50 profile tyres and 8x15 fitted to the rear with 60 profile tyres. Also on the front hubs 911 turbo spacers





and lengthened studs were fitted, the Solex carbs were junked for the Webbers 2 K & N air filters fitted, and white paint applied. Whilst at the paint shop the interior was sent to Rotherham Car Trimmers and everything except the dash was covered in white leather. With the car back from the paint shop the interior was refitted with its trim etc, a Motalita steering wheel fitted.

Not long after the rebuild I was coming back from Silverstone and spun the bearings on the engine just before going to Le Mans for the 24 hours. So I ended up going to the great race in a VW Sirocco. The hunt was on for a replacement engine. I eventually found one in Manchester at Steve Hoolgates; so with the blown 2000cc motor in the back of a Subaru Estate we made our way across to Steve's house. It was like an Aladdin's cave of Porsche parts. The motor was a 2.400cc unit and was duly put into the 914. This engine gave no problems all the time I ran it; she made an appearance at the VW Show at Stanford Hall and took me to many a race meeting and I never had a moment's problem with her.

By now my every day car was a VW Golf 1100 and was doing a fine job in taking me to work and back. The golf had replaced an oval window Beetle that was just a decaying body shell when I got it. New panels were welded in and the whole thing put on top of a 1500cc chassis, the car was a semi-off road car and was totally abused. She had various engines fitted from a humble 1200cc, 1500cc to a thumping 2000cc type four motor out of a VW van. Originally she was blue, red and yellow and was called 'Kizmiaz', then she was put into army green once at VW Action, which at the time was the biggest and best show in the country. On the off road course I nearly rolled the car and she only ended up on her 4 wheels more by luck than judgement. Lots of fun was had

in that old bug but in the end she went to a fellow enthusiast in Sheffield; somebody called Steve Walker who, I think, now writes a column in Volksworld magazine.

I left my job at Peu-

her. She had been painted black and that lovely white leather had been dyed black to match; she looked rough and had been abused by whoever had owned her. Reading the history of the car on the windscreen and reading of who had converted the car and where she had come from would have put a writer for Jackanory to shame!

The Golf went and was replaced by an Audi 80 and I realised I had become a boring car owner. Gone were the days of buying a VW Camper Van just to go on holiday with two friends around the Normandy landings in France. We went for a fortnight with the centre weekend at Le Mans. With three lads in a VW before we left Dover Customs pulled us to one side to see what we were up to; we landed in France and the French Customs pulled us to one side for a chat. We had over two weeks of fun driving around Paris, seeing the sites. We got to Calais and again we were pulled over for a chat. I must say at this point the camper had not been searched. We got on the ferry, landed at Dover and guess what happened – drove straight through customs! I would have thought this would have been the time to pounce but no, we were waived straight through. The old bus never missed a beat all the time I had her, she was sitting on the drive about a month after the trip to France and I had a knock on the door. 'Is the VW Camper for sale by any chance?' Well, it wasn't, but she was now and a deal was struck and I waved bye-bye to the VW. About three months later the new owner put her through a hedge and that was the end for the camper.

The Audi was giving no problems and I started to have a stall at some VW Shows selling various VW parts I had amassed over



geot and went to work for Kennings Specialist Cars, in Sheffield, on Rolls-Royce and Bentley motorcars. I was at Kennings until the buyout by Lancaster Europa and some of us moved over to them but things didn't seem right so I left and went back to my old firm who had been taken over by Carnells and had become a Citroen dealer. The days at Kennings will always have a special place in my memory, working with and being a part of a great team of work colleagues. One of them being Dave Wilks who some of you, who have Rolls-Royce or Bentley products, may well know.

With commitments the 914 wasn't getting much use so was put up for sale and was bought by an Italian ice cream maker in Sheffield. I only saw the car once after that, at another VW Action with a 'for sale' sign on



(Continued on page 7)



the years and VW models. At the time there was only one other person dealing in VW models and great fun was had meeting people and chatting to them about their VW model collections. Things were OK for a few years then more and more traders started selling VW models, and along with the up and coming 'new' trend with VW's I decided to bow out of the so-called 'hang loose' scene.

By now I had moved jobs and gone back to Kennings in Sheffield but on the Rover side. I became the MGF specialist working on the new Rover product; many weird problems used to crop up on the MG and it always seemed to be the lads on the workshop floor were doing the developing work and telling the factory how to go about eradicating the very long list of problems these first cars came with. We went on courses to the factory to see how things were done and I asked the question 'what does having a wiper blade lifted off the windscreen indicate?' The lecturer laughed and said that means the car has got problems. This was seen when the cars were in a compound at the end of the production line and every car had a wiper blade lifted off the windscreen! With the poor quality of the products coming off the line I for one was not surprised when Rover went out of production. Kennings pulled out of Sheffield and Gordon Lamb took over but I could not get along with their working practices and decided to

leave.

I moved to a local back street garage and spent about nine months there then, out of the blue, I had a phone call from a man I had known for a few years who was a model builder and asked if I knew of anyone who wanted a job at his firm. Well, I had been interested in building models from my very early schooldays so I offered my services and began working for D M Promotional Models. We built earthmovers, dump trucks, one offs for customers, cars, lorries, production runs for companies and clubs. Cars people used to own in their colour and with plates fitted. Happy times were had for

years but due to unforeseen circumstances my boss had to retire, so I was offered the chance to buy the business or go and get another job. So I became the owner of D M Promotional Models and that is what I now do for a living.

I have always been interested in the World conflict between 1939 and 1945, especially in the German army. I had collected various items over the years and had an opportunity to buy a Kubewagon. Not having a toy to play with a trip to look at the war wagon was arranged and I went down with a friend of mine and after a lot of wrangling I drove the beast home. With no heater, a poor fitting hood and driving through a thunderstorm it was a baptism of fire. Work commenced on the car; the old paint stripped off, some bodywork repaired, central machine gun fitted along with other accessories. Whilst this was being done I joined a German re-enactment group where we put on displays all over, including mock battles, etc. I once drove the Kubewagon non-stop to Beltring War and Peace Show in Kent; it took 7½ hours. I had a great time walking around all the militaria and vehicles; there were acres of it. She appeared in a film that was made about resistance fighters but I never got to know what the film was called, and to be honest I don't think it ever got released. The Kubewagon was kept about five years then sold on to a member of another German re-enactment group and she headed towards London and as far as I know still going strong. The Audi finally went to the great scrap yard in the sky to be replaced by a Peugeot 205 for every day transport and the hunt was on for a new toy.

I found a split window Beetle that was ripe for making into a wartime spec 82E so the





hunt was on for various parts. Front spindles of a Kublewagon were fitted to the front to give the required height to this Beetle off roader. Then the hunt was on for a trans-axle with the all so important dropped hubs. A genuine Kuble item was proving difficult to find (unless you lived in Poland) but an axle off an early Barndoor VW van was found. This was basically the same as the wartime Kublewagon but without the limited split diff, so a trip to Wales to an importer of all things air-cooled VW secured me the gearbox for the project. 16-inch wheels were collected along with other bits and pieces. Parts were fitted and the car was coming on well, then someone wanted to buy her so she was sold on to another enthusiast; so I was without an alternative form of transport.

My boss had bought a Ford Prefect and was doing various things to it like rebuilding the engine, sorting out bits of trim, etc, etc, and I was getting withdrawal symptoms of owning another plaything. There were various magazines and motorcar newspapers lying around at work so at dinnertime I would browse through the For Sale columns looking for my ext victim. Thoughts turned to a MKII Ford Consul, remembering the trips to Skegness and dropping off at the filling station with the funny roof on the A1 (I think it is a Happy Easter now). I later found out that that roof shape is called a hyperbolic paraboloid. I think it was a National Benzol station, anyway back to the For Sale columns. There were a few about and I was getting the general idea of condition/price when my eye was drawn to a three window PA Cresta only about 25 miles from where I live. The paper was

about six months out of date but it was worth a phone call. I got through to the man that was selling her to be told 'She was sold' but he had another one, a late version but it was different. So a time was arranged to go and have a look at her. Two days and 25 miles later I arrived at his house but could not see anything. There was a garage built onto the side of the house so I thought she must be in there.

The owner came to the door in the garage dressed in his overalls and welcomed me inside where I was greeted by a pink 1957 Cadillac. He said come this way and we went through another door in the back of the garage, down the garden to another big garage/workshop and there sat the Cresta, keeping company with a white 1958 Cadillac 2 door coupe De ville. I had a look around her and a deal was struck, the car was transported to my house and out with the welder. The car went through the MOT without much hard work, including brake hoses, a wheel cylinder and the electrics sorting out. Then a quick blow over and colour change; the car was originally blue but was red and white when I got her and looked as though it had been pebble dashed and painted with a stick. So, VW Clementine over Pearl Vice became the colour of choice. The car didn't have her original wheels when she came to me but was sitting on the American Cyclone chrome multispokes she has now. The rear bumper section was rechromed; there are

still lots to do to her but up to now she has been OK, apart from when the clutch cable snapped. The people who know this sort of car will be saying 'clutch cable' they were hydraulically operated. Well yes, the seller did say she was different. This car lost its 2.6 straight six engine many years ago along with its 3-speed column change gear box and bench front seat, but to be fair the very last Pas did have separate front seats and it is quite amusing at car shows to hear the public telling the others in their group that the gear lever is in the wrong place.

The engine is from a 2000cc OHC Ford Capri and mated to a 5-speed Sierra gearbox. This was done before I got the car, now many people throw their hands up and shout 'unclean, unclean' but if this had not happened then this PA would have probably gone the way of all unwanted cars to the breakers. For me she does everything I ask of her and she brings back memories to people and what they got up to in a PA, especially with that front bench seat fitted is, well, what was it Bobby Knut told me at Elsecar!

So I've now joined Doncaster Traditional Car Club and that just about brings me up to date but I still have lots of Warblings to go at – what's that Julie, 'oh no'.

All the best,

Woz.

Many thanks to Ann Watson for typing this article - ed.



Glazing & Automotive Services

For New & Used Glass & Accessories

Automotive Glass and accessories supplied and fitted
or cash & carry service for you to fit yourself.

Windscreen accessories, rubber, clips etc. screen chip repairs.

Mobile or Workshop Services

We can come to you!

Any fitting job undertaken including
chrome filler strip replacement using specialist tools.

01302 341612

07876 402384

Unit 11B, Carr Grange Business Park, White Rose Way, Hyde Park, Doncaster

ALWAYS RING BEFORE VISITING US

Email enquiries to: ds-glass-n-tint@hotmail.co.uk

05/12

Hope Classic & Restoration Services Ltd. *(Doncaster)*

SERVICING AND REPAIR OF MODERN & CLASSIC VEHICLES INSURANCE REPAIRS

COMPLETE AND PART RESTORATIONS

ON VINTAGE, VETERAN AND CLASSIC VEHICLES

All work backed up by a fully documented portfolio

With photographs and CD-Rom if required

No Job Too Small, No Distance Too Far

Transportation Available

Give us a call for a friendly chat

01405 818742 or 0797 1016303

Hatfield Woodhouse, Doncaster

Email: hopeclassics@aol.com

12/12

VINTAGE & COLLECTORS CAR SPARES

SPECIALIST SUPPLIER (30+ YRS) - HUGE STOCKS OF BRAND NEW SPARES

STEERING SPARES "1928 to 1980"

King Pins & Bushes Sets, Front Susp. Repair Kits & Rubber Bush Kits, Susp. Ball Joints, Track Rod/Drag Link Ends, Draglinks, Centre Steering Rods, Steering Idlers, Bronze Steering Nuts.

ENGINE SPARES

Full, Decoke, Head, Manifold, Lower Engine & Sump Gasket Sets. **"1909 to 1980"**. Inlet & Exhaust Valves & Guides, Valve Spring Sets, Engine Pistons, Piston Ring Sets, Main & Con Rod Shell Bearing sets, Crankshaft Thrust Washer Sets.

"1928 to 1980"

Steering & Engine Spares for Cars, Commercial & Tractors

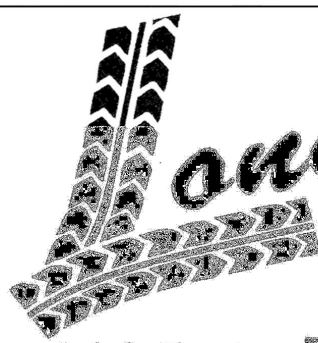
First Contact John Davis - 01724 784230 (Phone, Fax, Answerphone)



John Davis, Beltoft House, BELTOFT, North Lincs, DN9 1NE
E-MAIL: johndavis.vintage@btinternet.com

SPECIAL OFFER TO CLUB MEMBERS - 10% DISCOUNT ON ALL SALES

12/12

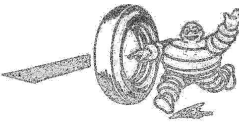


Tel : 01302 711 123
Fax : 01302 710 113
E-mail : sales@longstonetyres.co.uk
www.longstonetyres.co.uk

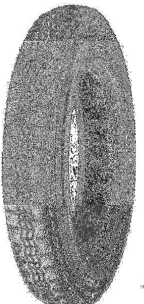






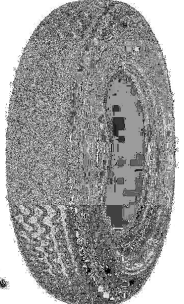
TYRES FOR VETERAN, VINTAGE AND CLASSIC VEHICLES



Come and see us at our Bawtry workshop for free fitting and balancing, or see us at the VSCC race meetings during the year.

Unbeatable stocks of all makes of tyres.

Distributors of Michelins classic tyre range.



11/12

Future Events

Wed	19 Dec	Noggin & Natter (Club Night)	DT
Wed	2 Jan 08	NO MEETING	DT
Wed	16 Jan	Noggin & Natter & Tradsheet (Club Night)	DT
Wed	30 Jan	Noggin & Natter (Club Night)	DT
Wed	13 Feb	Noggin & Natter & Tradsheet (Club Night)	DT
Wed	27 Feb	AGM	DT
Sun	27 Apr	Tadcaster Classic Car Show (Pre Booking Required)	
Sun	20 Apr	St. George's Day DID Road Run To Elsecar	DT
Sun	18 May	Picnic in the Park, Cusworth Hall	DT

Application forms for these events are available to members on club nights

**More Events on the web site
www.traditionalcarclub.co.uk**

YTCC = Yorkshire Thoroughbred Car Club, YHVG = York Historic Vehicle Group, COOC = Cambridge & Oxford Owners Club, DCVCS = Durham County Vintage Collectors Society, WYTS = West Yorkshire Transport Society, LLMC = Lincs & Louth Motor Club

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

JOIN THE MEN IN BLACK AND LADIES TOO



New Club Clothing

Sweatshirt	£16
Fleece	£20
Polo Shirt	£11

All the above available in sizes:

XS, S, M, L, XL, XXL, XXXL, XXXXL, XXXXXL

Caps £8 (one size fits all)

These are quality garments produced locally.

Who Does What in Our Club

Chairman	Robin Critchlow
Vice Chairman	Mike Gilbert
Secretary	
Treasurer	Non Sherburn
Fund Raisers	Sandra Parkinson
	Janet Turner
Membership Secretary	Tracy Irwin
Event Manager	Robin Critchlow
Archivist	Non Sherburn
Diane Trophy Scorer	John Garritt
Rally Form Supply	Brian Close
Regalia	
Social Secretary	Brian Close
Members Welfare	Non Sherburn
	or text to

Non Committee Members:

Editor/Web Master

We would like to take this opportunity to wish all Traditional Car Club members a very happy Christmas and Happy New Year. Once again rather than sending Christmas cards we will be giving a donation to charity.

Graham & Julie

NEW MEMBERS

The committee would like to extend a warm welcome to the following new members, who have recently joined the club:

Name	Vehicle
Neil & Lynne Fox	1982 Porsche 911
Bill & Iris Foster	1972 MG Roadster

TRAD MART

Cinema for sale early 1920's, storage for over 20 vehicles. Opposite Edlington Co-op. Lovely living area. Offers over £175k. For more info. contact details on door of cinema (3/3)

MERRY CHRISTMAS & HAPPY NEW YEAR TO ALL TRADITIONAL CAR CLUB MEMBERS



Commercial Adverts

The following rates are for 12 issues:

¼ Page	£30
½ Page	£50
Full Page	£80

Anyone interested please contact the editors.

JOURNAL OF THE
TRADITIONAL CAR
CLUB

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

Tradsheet Editors
E-mail:

Please note the views expressed in any article in this magazine are not necessarily the views held by the editors or the Club Committee or the Club Members. Furthermore, the inclusion of any letter, article or advert in this magazine does not imply the Traditional Car Club endorses the content there of. Also The Traditional Car Club accepts no responsibility for cars or parts advertised in The Tradsheet. Contracts are between the individuals concerned. No liability may be attached to The Traditional Car Club.

TO ALL ADVERTISERS
WHEN ITEMS ARE SOLD OR
RETAINED WOULD OWNERS
PLEASE NOTIFY THE TRADSHEET
EDITOR. ADVERTS WILL BE
PRINTED IN 3 EDITIONS ONLY,
UNLESS OF COURSE THEY ARE
RENEWED. THIS REQUEST IS TO
ALLOW FOR THE PRINTING
SPACE. (P INDICATES THE
NUMBER OF TIMES THAT THE
ADVERT HAS BEEN PUBLISHED /
IN THREE EDITIONS)