



OCTOBER 2007

THE TRADSHEET

JOURNAL OF THE TRADITIONAL CAR CLUB



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GOOLE WATERWAYS MUSEUM



We attended Thorne Marina Regatta on the 1st September. Good weather brought out lots of people to see the attractions and about a dozen classic cars attended, mainly from the Traditional Car Club.

Don Bruns Riley won car of the Day and he received a nice wooden plaque.

The following day, Sunday 2nd September we were at the Goole Waterways Museum. Being the first show we had organised, I was a little worried about how we would cope, i.e. if we had adequate space for the vehicles attending.

The wife and I made several visits to ensure it was all systems go and I must say that every time we found the Museum staff very friendly and helpful. They did a lot of advertising in the local press for the event (just a pity the weather was not quite in our favour). The staff also arranged for the press to be in attendance on the day.

On the day we left home quite early to meet the manager, but upon our arrival we found that Trevor Welch had already arrived in his 100E (sorry Trevor, I forgot to tell you

what time the museum opened, although I believe that I did apologise on the day).

Joe and Sandra Pass were the next to arrive in their BMW and we had just got time to say good morning when the Museum staff arrived and were very punctual to open up. We had a quick check around with the Manager and all was well, so we were able to park up and start the show.

Don Brunt was the next to arrive, so he and Joe Pass set about putting up the flag and banners. Ken Frith arrived around the same time as Les and May Bryan, somehow they had managed to get lost.

Camaraderie was good, but I couldn't resist winding Les and May up by suggesting that they must have a good body workshop. Just how had he managed to knock a Volkswagen into a BMW and change the colour (sorry Les, just a bit of fun ha! ha!).

From then on a steady line up of cars arrived, including Robin in his Rover, Triumph Stags, Heralds and Vitesse's, a Ford Mustang, Jaguars, Morris 10's and 8's and an MG. We also had a Lambretta scooter

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with a very rare side car. Thank you all for attending.

The boat trips were all full and the food seemed to go down quite well.

I had the privilege of walking round with the press photographer who was a very nice young lady, and the Museum staff took lots of photographs and very kindly put them on their computer for everyone to see.

Ivy ran a raffle which raised £75. Fifty pounds was donated to the Waterways Museum and the club retained £25. All the prizes were claimed.

A voting box was in place and a trophy was presented to the car of the day - Don Brunt with his Riley RMA - well done Don.

The weather kept fine, but it was quite cool and breezy.

At about 3:30 the cars slowly departed. We hope everyone enjoyed their visit to Goole.

Brian & Ivy Close



From The Chairman

Well another great show at Hickleton Hall the last of our shows for this season the weather was very good to us and the cars were very well turned out. The layout of the top lawn and bottom field worked very well and made the show much roomier with the public using the farmers field as main entrance and exit.

The fund raising team did a great job manning the gate late entries and public on foot, cakes and book stalls, coconut shy and raffle the card game stall proved to be

a great success, all these stalls run by very much appreciated club members who raised £877 on the day for SUE RYDER CARE, which was handed over to fund raiser Kirsty Rigg who was delighted with the amount of effort and hard work and sends her sincere thanks.

The judging went like clockwork for all the different classes once again this was achieved by club members who volunteered their time and skills on the day
Thank You

Robin Critchlow
Chairman

FROM THE EDITORS

tradsheet@traditionalcarclub.co.uk

I would like to take this opportunity to apologise to all concerned for the way in which I verbally attacked Don Brunt at Hickleton Hall.

As many of you will realise, emotions were running very high on the day. However, I sincerely regret losing my temper.

Graham Walker

COACH TRIP TO NEC CLASSIC CAR SHOW

Once again Robin is organising a coach trip to the Classic Car Show at the NEC on **Sunday 11th November** Tickets are **£20 each** including the coach and entry to the show. Anyone interested should contact Robin Critchlow on 01302 727164 or on a club night.

A deposit is payable on booking. The coach will leave Doncaster at around 8.30am and leave the NEC around 5.30pm
BOOK EARLY

INTER CLUB QUIZ

The Winter Inter Club Quizzes will resume at Horbury Working Mans Club on Tuesday 23rd October and will be held the last Tuesday of every month throughout the winter except December.

If you wish to take part, arrive at Horbury WMC before 8:00pm on the day.

RACE DAY TICKETS

Did you win the Race Day tickets in the raffle at the clubs 40th Anniversary event at Doncaster College for the Deaf.

If so, please contact Julie Walker on 01709 881253 to obtain the tickets which have been sent to her in error by the Racecourse.

The tickets are for the 27th Oct. Race Meeting.

In deference to the Chairman and Committee, the article on this page and parts of the page opposite have been removed from the magazine at the eleventh hour.

The articles related to recent events in the club and will appear in next months Tradsheet after the next committee meeting.

We apologise for this, but did not have time to replace the contents.

Graham & Julie

BRIAN M CLOSE

I was born in the middle of a world war - second, not first. My parents had been married about seven years when I arrived, in fact my Dad always said it took the threat of Hitler's invasion plans to bring me into the world.

I grew up a little and started school in Hensall. I was brought up surrounded with World War II regalia; fields full of tanks and armoured cars, row after row of Bedford and Austin trucks – all brand new. Burn aerodrome nearby was full of tanks, Pollington aerodrome was full of fire engines and later Bedford 'Green Goddesses. As youngsters we used to sneak into Pollington's bomb dump, find 303 live rounds and push them into holes of sheet steel, then belt them with a hammer to get them to 'go off'.

One experience I had whilst in Pollington bomb dump was when a U.S.A.F. Sabre F86 fighter buzzed my mates and me. We all started to leg it until we saw the plane leaving a trail of smoke, then landing with a roll and finally stopping some fifty yards from us. The pilot climbed out and checked the plane over; then curiosity got the better of us kids and we crept up close to nosy. Two fire engines came tearing down the runway doing about 30 mph (fast in those days when the speed limit for trucks was 20 mph). Alas no fire but we were spotted and ushered out of the long grass and up to the plane. Goodness knows what the pilot thought of us young lads dressed like ragamuffins, however our day was made as we finished up sat in the cockpit having our photographs taken. So somewhere in America is a photograph taken of 'My Gang' all sat in the plane.

The following day the U.S. Air Force arrived and repaired the plane, which then took off. Who was there to see it go? Yes, you've guessed, 'My Gang'.

About a week later, rumour was local farmer Watmore had found two space ships in one of his fields, so all the lads in the village turned out to look at them. It appeared that the American fighter plane had been fitted with long-range fuel tanks and when it got into trouble it dropped these into farmer Watmore's field. Now us lads wanted to cart same home and make canoes; however, the grown ups thought the U.S.A.F. would return and collect them but they never did. Even in the 1980's they were still there in the farmer's hedge bottom. What a time us lads could have had!

I drove my first form of transport on Burn



aerodrome; soldiers inspecting tanks left a Bren gun carrier, with engine running. My mates and I climbed in and jiggled a few levers etc, and we were off. The soldiers were all laughing as we cannoned at one tank, then onto another, but then the engine stalled.

I used to watch workmen on Burn aerodrome breaking tanks for scrap. There were hundreds of them, all shapes and sizes. In the winter months these men would fit lengths of pipe on tank exhausts and leave the engine running to keep warm. (In the Suez farce in the 1950's questions were asked as to why tanks that had been listed as scrap at Burn suddenly turned up in Egypt on the opposing side.)

Growing up in the 40's and 50's wasn't such a bad time, rationing was on so everybody had the same – nowt. It was also at this time that many folk in the village stampeded to see local man Mr Tridgett's new car, a 1951 Vauxhall Wyvern, as it had doors that you just 'pressed a button' to open them.

Also farmer Allan's Fordson Major that was a diesel and had a starter motor, not a handle, and lights – all these things were extras on the older tractors.

As lads we would earn a few bob at harvest time following the binder (combines were an American contraption and nobody had one) and when it turned out a loose sheaf (bundle of straw) we walked behind with hairy band to tie them up

I've carried 'chaff' when thrashing (the covering on corn that gets removed when beaten in the thrasher), this was in huge bags

about 2m square but weighed about 1 kg. (How about that, I've suddenly gone metric – I don't think.) Carrying these, well I suppose you looked like a two-legged turtle.

We walked in fields of corn with a long stick made from willow, swiping wild oats' seed heads, and thistle flower heads. These, when thrashed, would mix in with the wheat and if re-sown you would end up with a field full. We wrapped our legs with old socks to keep dry, as dew on the corn would soak you instantly. For this pay was about two shillings and sixpence (12.1/2p) a day to do this. All these weeds now are destroyed by spraying, happy days though.

After my escapades I finished up at Engineering College; left school and then started an apprenticeship at a Ford agent's garage, did well and was made foreman at age 20. I could never have chosen a better job; I loved it.

In 1967 I met my wife Ivy, in 1968 I moved to Goole and we were married; after four years we decided to start a family but then we had a row of bad luck. We had two boys followed by a girl, all who died within days of being born. (Wonder if living at No. 13 had anything to do with it?) So if anyone out there has children playing up here is our advice – count to ten and thank your lucky stars that they are healthy.

Around this time the garage was sold, so I moved on and acquired a job at Ferrybridge Power Station, but I kept in touch with the motor trade by helping a friend in his garage on my days off. I worked at Ferrybridge for twenty-six years.

My friend Martin took me to my first car show in 1986 and then pestered me to buy an old car, but insisted I looked for a Ford 100E as one of these was my very first car – VWX 762, which incidentally we honeymooned in (all the way to Bonnie Scotland).

By 1988 I was smitten and had to have an old car so off I went, without the wife, and came back with XLL 513, a 1959 100E Ford Perfect on a trailer. I then had to build myself a garage to keep it in. Finally it took me about four months to tidy it up and get it MOT'd, then a further two weeks to clean the interior as it was grafted. After that it was then a case of doing a little each year to improve it. I wanted to re-spray but Martin threatened not to talk to me again as he believes a 1959 car totally rebuilt in 1995 isn't a 1959 car anymore. In other words, as he puts it, a 59/95 model. So at least 50% of the car paint is original.

In 1995/96 I won Autoglym Car of the North two years running; also in 1996 I won the Car of the Show at the Side Valve Owners Club Crich National Side Valve Day. (Must have got something right that year.)

Winning cups etc. are really a bonus, as I think the main thing is to enjoy the shows, making lots of friends and also meeting interesting people. I have shook hands with a great hero of mine, Freddie Trueman – the look on his face when the show organiser announced my name!

I've been a member of the EYTCC for about twelve years and the SVOC (Side Valve Owners Club) for about ten years but left both of them about five years ago. I entered a show at Doncaster, which led me to meet Ruth and Ken Sleight, who gave me all the information on the Traditional Car Club. But, I had to leave the show rather early as I started with a blood clot in my leg and the following day I was in Hull Royal Hospital.

When I had recovered I enquired about joining the club and came to the next club night and joined. So this story can be continued another day.

Brian Close.



Trevor Miller - Prize Winner

The attached photograph was provided by Colin Bailey and shows Trevor Miller with his Ford Pop Leaf Blower alongside Colins Vanden Plas Allegro at a recent show where Trevor won "Heap of the Show"

I understand that the leaf blower will be on display on the Ford stand at the NEC Classic Car Show.

Tracy & Kevin

Alongside is a photograph of Tracy and Kevin outside Owston Hall on their wedding day. Tracy is the club membership secretary.

Kevin and Tracy were married in a civil service on Friday 7th September. They looked fantastic and the weather was better than could have been wished for.

We would like to wish them all the best for the future and many happy years of marriage.



DAVID'S MODES OF TRANSPORT

I started off on my motoring career with a well used 2-stroke moped, a Puch Maxi, with no suspension and a set of pedals and decompressor to start the engine. My Dad bought it for me to get some road sense, mobility and independence.

My brother took the mickey out of me, calling me Agostini as I had a peaked helmet and other borrowed attire to ride about in.

When I could afford it, I bought a full face helmet, which was more acceptable. I found another Puch Maxi, this time with suspension. What a difference from the boneshaker I had previously put up with.

I saved hard and bought my first car – a Fiat 500 twin cylinder, air-cooled motor with a huge sunroof and a little lever by the hand brake which started the engine. The mopeds were frugal, regularly achieving 100 mpg on 2-stroke fuel. The Fiat 500 only managed 50 mpg, but it was a sturdy workhorse, although rather slow. I can't remember ever getting 60 mph out of it. I must give it praise – it was cheap to insure, cheap on petrol, with a great sunroof, and huge fun to drive.

I graduated to a Fiat 126, with 600 cc engine. Before long, it went to rust-bucket-heaven, in exchange for an 1100 Allegro. Comfy, reliable and reasonable running costs kept what little money I had in my pocket where it should be. I moved on in refinement to another Austin – a new Metro, then a new Maestro. The family arrived then and it was back to second-hand, a Montego estate this time.

I bought a caravan for holidays, which was so heavy, the Montego wouldn't pull it comfortably. I got a mate to repair another Montego, this time a 2 litre GTI. I had never had a fast car before. It pulled the caravan well, but it got stuck in a field at a wet Grand Prix at Silverstone. The 2-wheel drive moved it about 2 feet and wouldn't budge the caravan on the wet grass! Tractor to the rescue!

I changed to 4-wheel drive in the form of a

silver, 2-door, 3.5 Range Rover. What a motor! But the doors were so big, the kids couldn't open them! That went for a better 4-door, white Range Rover, also 3.5 – everything I needed, but the fuel consumption was a disaster – 17 mpg on a run, caravan on the back or not and 10 mpg in the winter.

Next came a Mitsubishi Lancer 4wd 1750 cc and a better caravan. This was a huge improvement, with a much better fuel consumption of 30 mpg and 22 mpg towing the caravan. I had bought a Triumph Vitesse for restoration, but didn't get moving fast enough and it slowly decomposed. However, the Classic Car bug wasn't too far away and I purchased a weekend play thing, a Mercedes Benz 450 SLC auto fixed-head coupe. This car is a beauty, sheer class on the road. The 90 litre fuel tank does not get filled very often, but it does participate in rallies around Doncaster.

A Volvo 244 estate became available and the Mitsubishi was relegated to the garden. The Mitsubishi was starting to become uneconomic and a lot of money needed to be spent to keep it running. I think it could be used to make a kit car, 4WD 1800 with low weight could make it an awesome drive.

Now I had lost the 4WD capability for towing and the Volvo wallowed about with the caravan attached, we decided another 4WD vehicle was needed as we had to use the caravan in really muddy fields for the National events around the country we help site. A local dealer had a few Land Rover Discoverys 2.5TD, we decided to buy one and still use it to this day.

I did not lose the motorcycle bug. My 100 cc Yamaha RXS100 2-stroke commuter bike served me well and got me to work regularly over 13 years. Since then, I have bought a red Honda CG125 in part-ex for the Yamaha, which I use for commuting to work and for trips to town etc. This was stolen from my garage with only 780 miles on the clock. I was most disappointed with this loss, fortunately the insurance company paid the claim. Unfortunately there was no proof of the local who we are convinced stole it.



A Silver Honda CG125 was bought to replace the stolen one which is continuing to serve me well. 1250 miles are now showing on the clock and it seems to be freeing off.

I saw an advert in our Doncaster Traditional Car Club monthly magazine, The Tradsheet. It stated Rolls Royce Silver Shadow 11 for sale. The next month it was in again, there was no price mentioned so I asked the owner if he had sold my car yet? He answered it had not been sold, was I interested? I said I was interested but was in no position to purchase a Rolls Royce!! I thought no more about it for weeks. I knew it was not a financially viable project, nor was it sensible, or had I the cash to purchase.

My son had bought a Toyota MR2. He could not afford the insurance, tax, petrol or servicing costs but he had still bought it. Why couldn't I? I called in a few favours and again asked the Rolls owner if he had sold my car yet? It was still available and we discussed the price until a deal was reached. We then arranged to do the deal. I had arranged it for delivery on my wife's birthday, but I had told her it was arranged for a lot later that week. Family come to visit on Birthdays, so the family was present when it arrived. My wife is the registered owner and the deal was completed on her birthday, what a birthday present!!

The car is used for special occasions and rallies. A Rolls Royce is a special car, I never thought I had a hope of owning, driving or using a Rolls Royce. Fortunately an ambition has been fulfilled and we share it with others. Classic car ownership has benefits and we are very fortunate to be able to own and drive such vehicles. I love it.

The future? Who knows what my next mode will be, or the type of fuel for transport? Diesel, LPG, electric, bio-diesel, ethanol, or still petrol. I love going to different places and will not just stay at home. Life is for living and vehicles are for transporting me and mine around where we want to go.

Happy motoring to you all and long may it continue.

David Nevett.



EPWORTH SHOW



Les & May Bryan
Show Winners



Chris Taylor and his
Hillman Super Minx



Roy Mortimers
Land Crab



Here are a number of photographs from the Epworth Show, where Les and May Bryan won Car of the show with their VW Camper.

Many thanks to Brian and Lesley Viney for organising such a great show.



Rex White's
Ford Anglia



Geoff Humphrey's
Ford Cortina 1600E



Ken Sleights
Volvo 1800 ES



Geoff Heaths
SAAB 99



Show Organiser
Brian Vineys
Morris Marina TC

How to Drive a 1911 Stanley Steam Car



Following on from last month's article on how to start a Stanley Steam Car, this month we have a run down on how to drive one.

The concentration required to drive one of these vehicles safely is astounding and well beyond me. Apart from the turning circle, which is similar to a train and that the slightest touch of the regulator causes the car to lurch at least six feet, the driver must also monitor the fuel pressure, steam pressure, blinking eye and water level as we go.

When the water level drops (providing you are not on a hill) you must engage the pump with the lever on the steering column and disengage it before the maximum level.

When the fuel pressure drops it must be brought back to around 130 psi with the lever and the boiler pressure must be maintained at around 450 psi by careful application of the regulator, plus you must keep an eye on the blinking eye, because if it stops blinking, oil is not being pumped to the pistons and they will seize - which is not good.

At the moment John is also having a slight problem with carbon build up, which is blocking the fuel jets, so periodically the pressure drops due to fuel starvation and they have to be cleared using the specially made key. I soon learned how to do this and was immediately promoted to temporary fireman.

Do not to underestimate the difficulty of driving these vehicles as I was unable to monitor all the dials while I was the passenger, let alone while having to watch the road and drive the car at the same time.



We left John's home in Bentley, drove up the Great North Road and turned off through various villages and onto Brodsworth, Hickleton, Barnbrugh and up to High Melton where the car sounded magnificent as it travelled alongside the high stone walls. We continued onto Sprotbrough, over the roundabout and back to Bentley and I had a grin like a Cheshire cat for the entire journey.

The sun shone the whole time and the visibility from the high driving position was incredible, providing a fantastic view of the vistas we drove. In fact, this was the first time John had seen Hickleton Hall as he was high enough to see over the wall as we passed by.

The ride was hard, but who cares, the wind was in my hair and we were doing about 30mph - it was great.

I can't thank John enough for giving me the opportunity to ride in his Stanley Steamer and it's a memory I will treasure for ever, just don't ask me to start it for him.

Graham Walker

Since John took me out in the Steamer he has had a fire on his journey back from a steam meeting. It seems that a bad weld on the fuel line broke, spilling fuel onto the burner. The flames burst through the bonnet high into the air and ruined the paint. John hopes to have the car back on the road soon, but he will leave the paint until the end of the season. I hope we will see it on the road again soon.

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10/12

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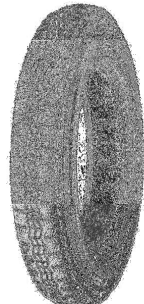








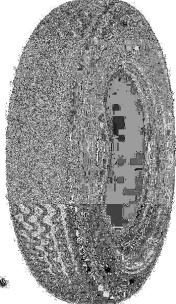

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09/12

Future Events

Wed	24 Oct	Noggin & Natter (Club Night)	DT
Sun	28 Oct	Gowdall Scarecrow & Pumpkin Festival	
Wed	7 Nov	Noggin & Natter & Tradsheet (Club Night)	DT
Tue	20 Nov	H&H Auction preview & Automobilia sale - Buxton	
Wed	21 Nov	Noggin & Natter (Club Night)	DT
		H&H Classic Car Auction - Buxton	
		Bonhams Classic Car Auction- Harrogate	
Wed	5 Dec	Noggin & Natter & Tradsheet (Club Night)	DT
Wed	19 Dec	Noggin & Natter (Club Night)	DT
Wed	2 Jan 08	Noggin & Natter & Tradsheet (Club Night)	DT
Wed	16 Jan	Noggin & Natter (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

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

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Who Does What in Our Club

Chairman	Robin Critchlow
Vice Chairman	Mike Gilbert
Secretary	Julie Walker
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

Social Secretary	Brian Close
Members Welfare	Non Sherburn or text to

Non Committee Members:

Editor/Web Master	Graham Walker
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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 (2/3)

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 & Marie Hammans

Trevor & Barbara Handy 1973 Ford Cortina Saloon

Neil & Jayne Gibbons Riley RME 1 ½

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:

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