

THE TRADSHEET



Journal of the Traditional Car Club

September 2013



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**Please can the Editor have material for the Christmas
Tradsheet by the end of October
Articles. Rally reports , For Sale and Wanted etc.**

Hi this is the big key shop we specialise in
classic car & bike keys.
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www.thebigkeyshop.co.uk

EDITORIAL

Dear Members,

Well I guess we can all say that we have had a “summer” this year, following the previous couple of years washouts. I haven’t heard of any shows being cancelled so I guess most of the members of the Club have visited their allotted shows without getting too wet. Once upon a time the editor used to receive reports of the various shows that members had been to for the interest of other members. Where, Oh where, are the Rally reports for publishing?? Please do put pen to paper and let me have some editorial.

I have enjoyed driving the Model “T” this year and Davey has now got himself a classic car, a 1955 Austin A 30 which Barry (Wilkinson) has spent many hours working on making it roadworthy. We bought it from Ebay after it was advertised as 95% complete restoration. In hindsight I think 5% would have been on the generous side. A young lad had supposedly stripped it down and rebuilt it as his first project and was unable to get insurance for it. Davey fancied a challenge, but I guess we have both been daunted, at times, by the amount of work required. New brake pipes had their ends flared incorrectly and nearly everything had either been fitted loosely, or not at all, with various parts missing. However if you have any parts for an A30/35 lying around doing nothing I think I know a good home. The bonnet stay and boot stay are missing as well as one or two other items. I am aware of a scrap one at Balby Motor Spares but there is little of use left.

The study is now back in use and has been decorated following everything coming out and a new roof. At least we should now be watertight. We have also painted the outside of the house and the garage using a minimum of 45 litres of Dulux Weathershield paint, so things are gradually looking a little more cared for. I must admit it is good having such a large garage but a couple of cars ought to be moving on to give room for a new acquisition from the U.S.A. More about that later !!

A nice time was had by all who managed to find and attend the picnic at Teresa Ford’s place on the A19. The sun shone down on us and Lance used his umbrella as a sun shade for most of the day. Members walked around the lakes and partook of the ambient surroundings in a relaxed atmosphere. Thank you Teresa and Paul and your in-laws for allowing us to come and also partake of your wonderful cup cakes- I have a feeling this could well be an event for next year with various stalls and games to entice our membership.

Don’t forget our Autumn closer event on October 6th. organised by Ken Sleight. Please put your names down on the sheet available on Club nights or contact me and pay your £5 for sandwiches and soup, subsidised from Club funds. The run will be approximately 60 miles in length and refreshments will be at the Black Horse in Seaton Ross on the way to York.

Don’t forget to send your rally reports in to me as well as any other articles which you think our members will be interested in. May I also remind all members to make our new members welcome and feel “part of the family”. Please make yourself known to the new faces at Club nights. If anyone fancies the job of Chairman or Editor next year please let a member of the Committee know. I do think other members ought to take a turn in the running of the Club. It is not an onerous task so please consider putting yourself forward. Ladies may also apply.

Enjoy your Rally season, Happy and Safe Motoring

Stuart

St. Catherine's Walled Garden Event



Ken Gosden and Roy Mortimer as well as Stuart Carey attended this event at the Walled Garden on Tickhill Road. on July 10th.

There were a variety of stalls, refreshments at very reasonable prices and plenty of plants and produce for those wishing to purchase such items.

A Balby-based garden centre, which provides therapeutic support and learning opportunities for people recovering from mental health problems, is preparing for a month of festive fun in the run up to Christmas.

The Walled Garden at St Catherine's, which is run by Rotherham Doncaster and South Humber NHS Foundation Trust (RDaSH), will be opening to the public every Sunday between 27 November and 18 December, selling a wide range of seasonal plants, Christmas trees and winter hanging baskets. Members of the public are welcome to drop in to the Walled Garden on Sundays 27 November to 18 December, between 11am and 3pm.

Located behind St Catherine's House – the Trust's headquarters off Tickhill Road, Balby – the Walled Garden is also open to staff and the public on week-days: Mondays between 10am and 4pm, Tuesdays, Wednesdays and Thursdays 9am to 4pm and Fridays between 9am and 3pm.

An article by Jenny Wilkinson.
About the Rossington Miner's Welfare and
Messingham Shows which she and Barry attended this year.

You wait for some good weather to come along and then, like waiting for a bus, two days come together. That was the first weekend in June. We'd booked in to two shows that weekend and the weather held fair (could have been hotter) so we got to both.

Saturday was the Rossington Miner's Welfare Steam and Engine Rally. Never been before. Not far to go. Plenty to see and do. (Can't understand the attraction of old engines tho' but then I'm a woman.) A lot of shows still don't have much to attract the wives. I found the steam wagon, exhibited by a chap from Hatfield Woodhouse no less, fascinating. Unfortunately, for me, we were placed very close to one of the fairground organs which only stopped long enough to change the tunes. (Barry was O.K. He'd left his hearing aids at home.) If we go next year I'll take ear plugs.

Sunday was Messingham Horse and Pony Show. I don't like horses or ponies (Am I hard to please you think?) but there's plenty for us ladies. (Make sure hubby has lots of change for the charity stalls.) It was a picturesque drive down on a lovely sunny morning. I always take the Sunday papers and my Kindle 'cos when I've looked round the cars once— that's it. As I'm struggling with my blood sugar levels (Type 2 diabetes) I have to walk quickly past all the stalls selling sweets and cupcakes. Although we must have hundreds of books (and 224 on the Kindle) I'm drawn like a magnet to second hand book stalls and plants (none there tho'). I like to take the opportunity at summer shows to top up my tan but it was cloudy and windy at times at both but still enjoyable, relaxing weekend. Let's hope we're blessed with a good summer for shows this year.

I found your details online and wanted to let you know about SC Parts, we are a Classic car parts supplier and manufacture. We sell everything from Oil and Nut and bolts to body panels, interior trim and rebuild engines, all at discounted trade prices. Please have a look at some special offer we have on our website .

If there is anything you need or are looking for at the moment, please let me know and I will get you a special offer price for it.

Best regards

Richard Armstrong
SC Parts Group Ltd
sales@scparts.co.uk

01293 847200
or www.scparts.co.uk

Newby Hall. July 21st. 2013.

In the middle of the hottest spell of weather we have "enjoyed" for many years, the roof of my Figaro was down and had been for some time. Lovely! But I had not bargained for the change of conditions on the morning of July 21st. Because of my recent falls, I am not able to put the roof back up again so had to drive through light drizzle to Newby Hall, not a very pleasant experience, although the cabriolet design meant I didn't get wet at all!

And that was the worst part of a truly wonderful and spectacular event. Any true old-car enthusiast would feel that they had died and gone to heaven to be among such a spectacular mix of vehicles dating from 1901 to 1992. So much to see and so little time! The line-up of veterans was so beautiful with their gleaming brasswork up front and every one beautifully presented. Among them, of course, was our own John Rhodes with the Stanley Steamer. But all the cars, from the humblest Morris Minor or Austin A30 to the grandest Rolls Royce, are there because they are well and truly loved and cherished by their owners. To see all the cars is well-nigh impossible. You have to be selective and view the ones which interest you, and at the same time chat to the many friends you meet.

There were 1300 old vehicles booked in including nine vintage caravans and thirty-two motorcycles. There were many car clubs represented such as Ripon Old Cars, Teeside Yesteryear Motor club and the Dales Historic vehicle club as well as many one-make car clubs. For the first time this year NECPWA decreed that members with cars dating from 1972 to 1992 could also attend - which included me, to my delight, for I have had to go as a visitor for the last few years since the Figaro is 1991.

To add to all this delight is an autojumble the size of which I have not seen outside Newark, by far the largest at a car show and big enough to occupy you all day if you are so inclined!

The whole thing is organised on a voluntary basis by the Bishop Auckland branch of NECPWA (which now stands for the North of England club for Pre-War and Classic Automobiles) and every credit is due to them. the logistics involved must be mind boggling. It saddens me that so few of our members attend this event. Large it certainly is but not crowded to walk around. There is loads of space at Newby and the rally makes really good use of it. There are no restrictions on leaving times as at some events. There is a brass band to entertain you and period dress competition if that's your bag. But there was a fiendishly long queue for ice-cream on a day which turned out to be perfect - not the blazing hot sun we had had for two weeks before but just calm and warm - and perfect!

At about 3.40pm I reluctantly decided it was time to go. I grant it's a fair drive to Ripon but is it worth it? My answer to that question - most definitely!!

Christine Jewison.

Pictures taken at the Deaf College Classic Car show 2013
Thanks to Rodger Trehearn







TRADITIONAL CAR CLUB OF DONCASTER

from Nigel Thorley Doncaster Classic Car & Bike Show 2013 - The best yet!

As usual we were blessed with good weather, an excellent turnout and great camaraderie from enthusiasts', traders and the general public on the day. The Doncaster Classic Car & Bike Show was an outstanding success this year.

I would like to convey my thanks to all club members for their support before and on the day and I was very pleased to see so many club cars and their owners at the show, thank you all most sincerely.

We now know that we attracted just on 500 vehicles this year, a record so far, we put on better entertainment, the refreshment facilities were the best so far and all the traders seemed very happy (we had over 50 this time!).

I am sure you will agree that the turnout of vehicles was fantastic and very interesting, with such a diversity of cars from the humble Reliant Robin, Bond Bug and Isetta bubble car, through to pre-war Delage, other premier brands like Bentley, Alvis, Rolls, plus American 50s classics, lots of interesting bikes and combinations, and not forgetting our own favourites, like John's steam car!

We are still evaluating the review of the day, paying the bills, checking that everything is clear, etc., so we can't say how much we made for charity this year but, hopefully, it will be up on last year, and again thanks to everyone for helping us.

From last year's money raised, we have already made many donations to good causes, who were:-

Doncaster 9th Scouts.

Doncaster 26th Scouts.

North Ridge Community School & Friends of North Ridge.

Austerfield Study Centre.

Bentley Colliery Cricket Club.

Barnby Dun Cricket Club.

Carcroft Village JFC under 9s.

Doncaster Rowing Club.

Altogether 4 Autism.

REMAP Doncaster Group helping the disabled.

Doncaster Food Bank.

Friends of Martinwells Lake.

Doncaster Women's Centre Platform 51.

Doncaster Conversation Group.

The Spirit of Freedom Project.

Duncroft OAP and Community Centre.

Red House Park Residents Association*.

Other monies have also gone to Barnardos Doncaster, Firefly and the Markham Main Colliery Band.

(*Our own Barry Wilkinson is part of this organisation and received the award on their behalf).

A full range of photographs have now been supplied to Stuart so that he can get them onto the website and perhaps show some off in the Tradsheet when there is space. If anyone wants any specific copies, please let me and I will gladly supply them.

Now it is time to look towards the show in 2014 and here again we look forward to your help and support. Firstly, how did you find the show this year? What was great, what was good and what still wants improving? Help us to make the 2014 show even better. Let's get some feedback from you via your committee so we can start planning for next year.

Thank you all again.

Nigel Thorley

T.C.C. Autumn Closer Sunday October 6th.

**A 60 mile scenic drive to the pretty village
of Seaton Ross , between Howden and York,
for lunch, soup and sandwiches at
The Black Horse**

**Please put your name on the sheet at Club Meetings
or let Ken Sleight or Stuart know.**

**Fill in the sheet and pay £5 per head
to book your food.**

(Subsidised from Club funds)

“The A – Z of the first Morris-Oxford Light Cars, 1913” by Peter Seymour.

192 pages. Many black and white illustrations.

Price £4.95 plus £2 UK p and p. Available from Roysfrench@aol.com

ISBN number: 978-0-9506296-1-2

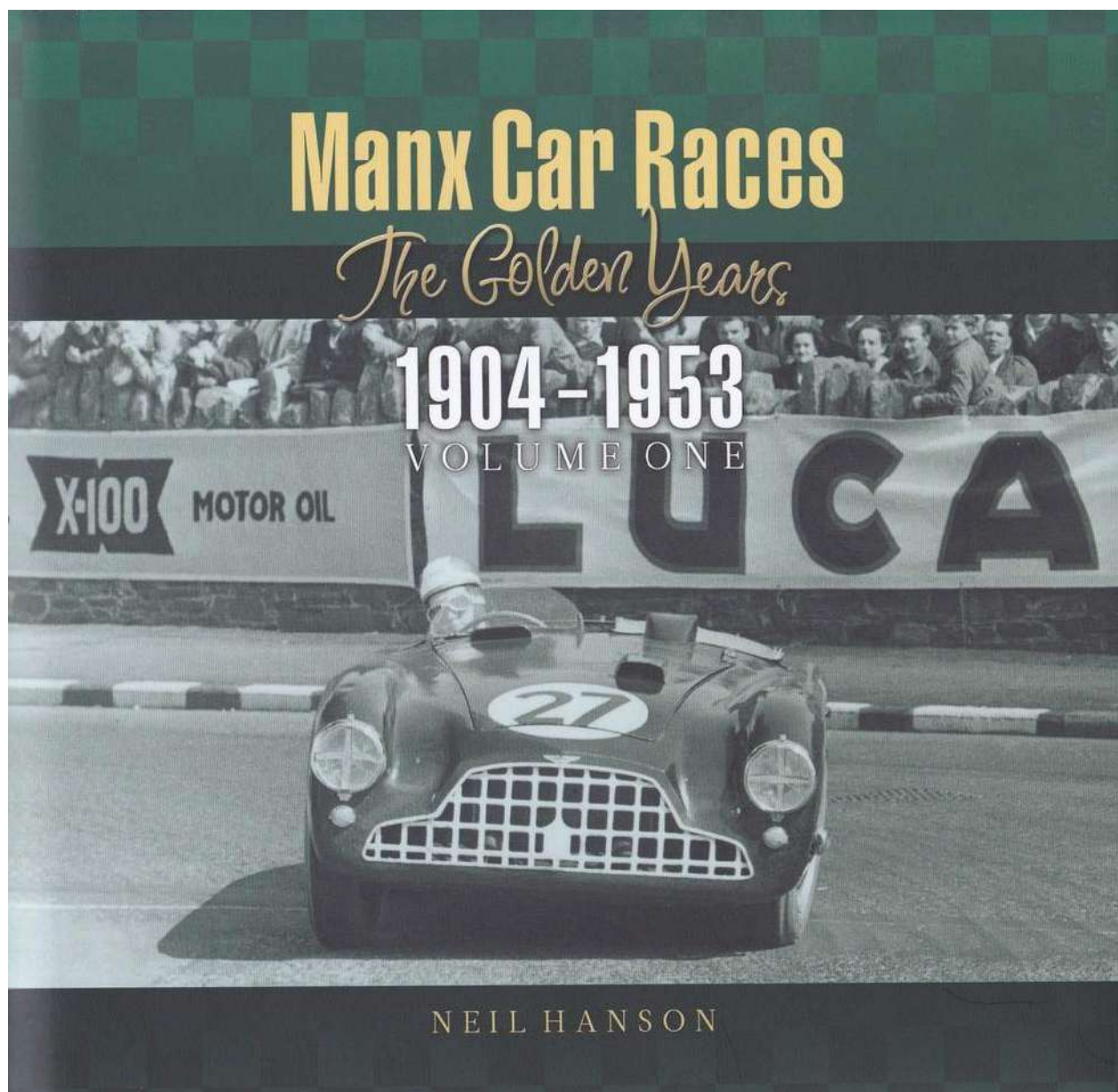
Review No. 28 by Michael E Ware.

This is the centenary year of the first production car leaving WRM Motors of Oxford, and this book gives you much of the detail behind the starting up of the company and the first cars it produced. At 192 pages this soft covered publication is definitely a book as opposed to a booklet, but at under £5 it is extraordinary value. It is packed with information, much of it new to this reviewer. It's a sort of dictionary of the people, the suppliers, the dealers, the manufacturing process, the cars themselves and the buildings involved. It's divided into some 65 entries or essays laid out in alphabetical order. This means they are all mixed up and so cannot be read chronologically. Because of the format some of the facts are repeated in different entries. This is definitely not just about 1913. Where it is appropriate the author gives a profile both before and or after that year of the subject being discussed.

I was aware that in 1913, as well as producing his first cars, William Morris also went into competition with Oxford's horse trams by introducing Daimler Buses onto the streets of the city. This was an illegal act, but I had not realised that in order to make it less illegal, the tickets to ride the buses were sold as 1d tokens by shopkeepers, and no tickets were actually sold on the busses themselves. It all got sorted out and Morris sold his buses to the tramcar company! The author even gives details of “Bill Hawkins...who was given the task of visiting each of the 120 shopkeepers to cart away the heavy collection of pennies and small change”. This is all described in the pages devoted to Frank Gray a local solicitor who became a close friend of Morris.

At the time of the launch Morris was in a parlous financial position and this is well covered in extracts from the written records of A.B.Gillett a partner in Gillett's Bank. Morris came to Gillett for finance. “...I asked Morris what money he had got and he replied that Lord Macclesfield had lent him £4000. I asked him “how much money have you got?” He said “1/- “ I then said “I will lend you another £4,000”. He looked in utter astonishment and said “Do you mean that?” I replied “My dear fellow this thing you have told me about has got a fortune behind it”

As an introduction to the early years of William Morris, his cars and his business acumen this book is highly recommended. I still cannot get over the price!



“Manx Car races – The Golden Years 1904 – 1953” by Neil Hanson.

95 pages. 103 black and white pictures.

Price £16. Publisher Lily Publications, www.lilypublications.co.uk

No ISBN number.

Review no.30 by Michael E .Ware

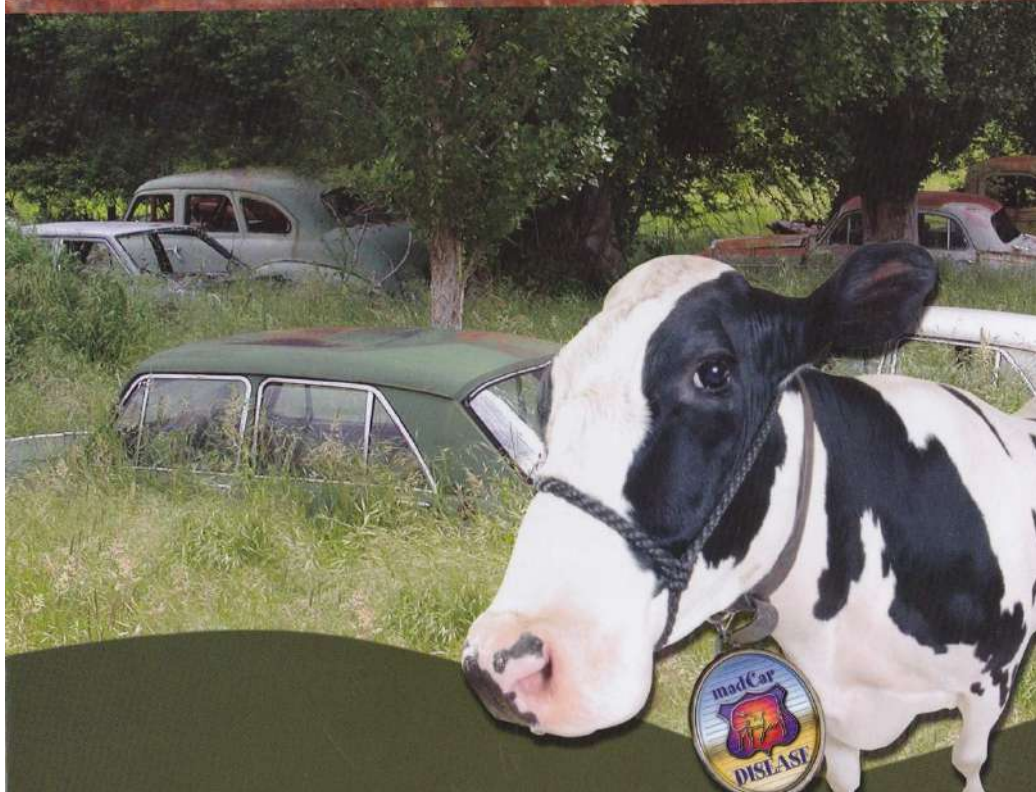
Many people only know of the motor sporting activities on the isle of Man because of the famous TT (Tourist Trophy) motorcycle races, but there was car racing on the Island before that. In 1904 trials took place there to choose a team of cars for the Gordon Bennett Cup. These trials were repeated in 1905, and the first Tourist Trophy race meeting for cars also took place later that year, and the two following years, and was revived in 1914, and again in 1922. Racing took place again in 1933 and continued until 1937. Post war there was racing from 1947 to 1953.

In all seven different circuits were experimented with. The first TT's were over what is now basically the motorcycle TT course and after that took place on various "round the houses" circuits in Douglas. Illustrations of each course are included in the book. These different races were supported by finance from the Island's Government, but after the 1953 race the Government decided that they were not attracting enough visitors and withdrew their support. Since then there have been a number of motor sport events on the Island in the form of rallies, sprints and hill climbs.

The author Neil Hanson is a lifelong enthusiast for both two wheel and four wheel motor sport on the Island. He has been Clerk of the Course for the TT motorcycle races, as well as the Manx Grand Prix races and the Manx International car rally. He is a member of the Motor Sports Association's (MSA) Judicial Advisory Panel. This is a picture book, with an introductory chapter, and uses mainly photographs from the Keig Collection looked after by Linda and Robert Kelly. Each of the 100 plus photographs has an explanatory caption. There are few pictures of the early years, the book comes into its own from 1933 onwards. The races changed over the years for different classes of single seaters and sports cars. The photographs are a mixture of action pictures, pit scenes and cockpit portraits. All are well reproduced. Drivers include such well known names as B. Bira in his ERA, Freddie Dixon in a Riley, Cyril Paul in an ERA, Baron de Graffenried with his Maserati, Reg Parnell in his MG. Post war famous names include Bob Gerard, "Curley" Dryden in his 500 Cooper, Stirling Moss in his Cooper 500, Reg Parnell and Duncan Hamilton. There is a good picture of Jack Scott on one of a team of three HRG's, Eric Winterbottom in a 1100cc Emeryson, Derek Buckler with an 1172 Special of his own build, Mike Hawthorn driving a Mille Miglia replica Frazer Nash and Horace Gould in a Cooper MG. A wonderful mixture of cars and drivers.

This book is really only a taster for car racing on the Island. We are promised the definitive book which this author plans to publish next year.

mad cars disease



mad cars disease 2

more madness



“Mad Cars Disease” and “Mad Cars Disease 2 – more madness” by Stephanie McCarthy and Maurice Linehan,
60 pages each, colour illustrations on all pages. Hardback
Price A\$18 each plus postage of A\$17.70 per edition. From
www.madcarsdisease.com
ISBN 9-780646-470153 (1st volume) 9-780646-491257 (2nd volume)
Review no 36 by Michael E Ware

Just to show that I have a sense of humour and do not take this hobby of ours too seriously, I am reviewing two delightful little books from Australia. Let me ask the authors to explain “Some people love cars, and some people love cars to the point of madness. Maurice and Stephanie are especially crazy about old cars long ago put out to pasture or abandoned in the bush, those broken and twisted personalities left to grow amongst the daisies and blackberries, the rocks, eucalypts and wild flowers. Some have become familiar friends of cows and sheep grazing nearby or to chooks roosting happily within their rusty remains. Others choke with dust and cobwebs as they slowly fade from their former glory in sheds packed with junk....Each old character has had a life. Each has a story to tell”. Here I must declare an interest having been writing for the last 30 years about cars that have been off the road for a long time – often out in the open and I have a liking for such things!

The cars in these books have been beautifully photographed in their environment, usually with a smaller picture of the view from the vehicle and local animals, birds, plants that can be found in it or around it. Followed by a story which comes from the car’s perspective, for example “I’m sitting tipsy, gazing fondly at the vineyards spreading over the hill and dale as far as the headlights can see. [the Barossa Valley] For over sixty years I’ve bustled around here in the wine country, a tidy little Ford Anglia ute with my brown leather interior and dashboard intact. By the position of the windscreen wipers it looks like my last drive occurred in pouring rain, the occupants leaping out in such a hurry they left my keys in the ignition. A few drinks too many have rusted my memory along with my number plate.” In the two books there are over 40 different makes illustrated, often different examples of each make, many from Britain and Europe. It’s surprising the number of pre-war American cars that went to Australia and if these books are a straw poll, Dodge imported the most! What is fascinating for those that do not know the scene in Australia is the number of models that we never saw in UK, mainly utilities (utes) on models such as Ford Anglia, Bedford and Austin A40. Then there are illustrations of more ordinary models such as Wolseley Six Eighty, Standard Vanguards, post war Morris Oxford, Vauxhall Cresta, Bedford CA Van (that once belonged to a butcher), early Land Rover, Hillman Minx, Ford Consul, and even a Jowett Javelin and two Humber Super Snipes.

These unusual books would make an ideal gift for a car mad owner for their next birthday or Christmas present. It is such a shame that the postage is nearly as much as the book itself. Unfortunately there are at present no distributors in Europe. Highly recommended if you do not take it all too seriously! I am sure some readers will want to rush “down under” and bring some of them back.

News from F.B.H.V.C.

LEGISLATION David Hurley & Bob Owen

EU ROADWORTHINESS REGULATION

The saga continues as the proposal wends its way through the EU system.

At the EU Parliament plenary session on 3 July 2013 a further amendment to the description of ‘historic vehicles’ was tabled by a British MEP which would have permitted changes provided they were purely for safety reasons. He had not discussed this with those MEPs having especial expertise in the subject and they did not support it as it was generally felt to be too prescriptive. In the event, it was not approved. Currently, given the approach not only of the EU organisations but also of most of the FIVA representatives, it does appear that any final definition will have some sort of prohibition on at least ‘significant’ changes to permit exemption from the test regime as a historic vehicle.

It would appear that the Commission are ignoring the views of the majority of the Transport Council (which is the body made up of national Transport Ministers) that this legislation should be a Directive. The Transport Council will be discussing progress again and hopefully their stance will prevail. We will be reiterating our views to Stephen Hammond MP, the Transport Minister, but also briefing the Scottish Transport Minister, Keith Brown MSP, who also attends the Transport Council, and for the sake of completeness the Northern Ireland Transport Minister, Alex Attwood MLA, as well.

Stop Press

As this issue was going to press we learned that the definition of an historic vehicle has been amended from:

‘vehicle of historic interest’ means any vehicle which fulfils all the following conditions:

It was manufactured at least 30 years ago,

It is maintained by use of replacement parts which reproduce the historic components of the vehicle;

it has not sustained any change in the technical characteristics of its main components such as engine, brakes, steering or suspension and

It has not been changed in its appearance

to

‘vehicle of historic interest’ means any vehicle which is considered to be historic by the Member State of registration or one of its appointed authorising bodies and which fulfils all the following conditions:

It was manufactured or registered for the first time at least 30 years ago;

Its specific type, as defined by the relevant legal acts of the Union on type approval, is no longer in production;

It is preserved and maintained in a historically correct condition, and therefore has not undergone major changes in its technical characteristics

REACH INVESTIGATING THE CHEMICALS USED IN CHROMIUM PLATING

REACH is a European Regulation ((No 1907/2006) concerning chemicals and their safe use. It aims to improve the protection of human health and the environment through a system of **R**egistration, **E**valuation, **A**uthorisation and **R**estriction of Chemicals.

The EU body set up to perform the necessary functions is quite large and regularly communicates with the appropriate ministries in member states. In the UK this is Defra.

Normally hazardous chemicals are only banned if a less noxious one can be satisfactorily substituted. However REACH can instigate detailed regulations on the handling and use of chemicals in the workplace to avoid damage to the wellbeing of staff. Obvious examples are contractors removing asbestos from buildings and the special overalls (with air supply) worn by people spray painting in booths.

We have been reminded that certain chromium substances are being considered for inclusion in REACH. This is of considerable concern to us.

Chromium plating is widely used in its various forms for current manufacturing processes, plus of course to refurbish our historic vehicles. We would not wish it to be either banned completely nor to become too expensive for the traders who currently do chromium plating to allow them to remain in that business.

We have made contact with the Society of Motor Manufacturers and Traders (SMMT) and established that the world automotive business is actively engaged in discussions with EU authorities to manage this question, whether by the development of alternative processes and products or the management of manufacturing processes for chromium. We await a brief from them as to what has been being done and what they have achieved so far.

When we have that brief we will assess how we go forward, whether in tandem with SMMT, in engaging with Defra and perhaps through FIVA directly with the EU authorities.

Our initial approach to DEFRA has not as yet elicited any response. We will keep you advised as this new topic progresses.

FUEL NEWS

At the beginning of May the Federation wrote to Norman Baker MP, Parliamentary under Secretary of State for Transport, about the current requirement that petrol with an ethanol content of not more than 5% by volume (also called 'protection grade') must remain available in the UK is scheduled to finish at the end of 2013.

The letter stated our concerns namely there are known adverse effects when fuel containing ethanol is used in the fuel systems of historic vehicles and many of our member clubs have expressed concerns over these adverse side effects. While even a 5% level of ethanol in petrol is not entirely harm-free, it is nevertheless preferable to twice the level, as would be present in the proposed E10 fuel.

We sought an assurance that the provision of protection grade petrol, currently the super-grade petrol, containing not more than 5% ethanol, will be guaranteed in the UK beyond the end of 2013.

Mr Baker replied thus:

'The industry fuel standard for petrol (EN228) has been revised and a new version has recently been published by the British Standard Institute, which allows up to 10% ethanol content. This means that fuel suppliers are free to supply petrol containing anything from 0-10% ethanol. Ultimately any decision to supply E10 should not be introduced while there remain a significant number of vehicles which may not be compatible with this new standard. I have met with and written to fuel suppliers to encourage them to delay supplying E10 until the UK market is ready.'

'With regards to the current legal requirement to supply the protection grade – petrol with maximum 5% ethanol content (E5) – we are considering whether this obligation should be extended beyond this year. I am minded to extend the requirement, but my officials will let you, and other stakeholders, know when a final decision has been taken.'

'Our current expectation is that E5 will – in any event – remain widely available for the foreseeable future, regardless of a legal requirement. It is also worth noting that prior to 1988 there were no limits on maximum ethanol content and petrol containing up to 25% ethanol was marketed in the UK from the late 1920s to the 1960s.'

'I would also like to clarify that UK legislation does not prohibit the supply of petrol with no ethanol content. The Motor Fuel (Composition and Content) Regulations 1999 set a maximum permissible ethanol content of petrol – there is no minimum content. It is therefore a commercial decision for suppliers whether to supply petrol with no ethanol content.'

CLUB NEWS

David Davies

An interesting booklet has been produced by the **Vauxhall VX 4/90 Drivers Club** to mark the 40th anniversary of the introduction of the Vauxhall FE series.

The **Morris Commercial Club** remind us that the J-type van is 65 years old this year and their magazine contains an atmospheric photograph of a Morris 'Tonner' Lorry on the quayside at Hull docks.

The **Sunbeam Talbot Darracq Register** magazine informs us that it is 100 years since the 9 litre V-twelve Sunbeam car driven by Frenchman Jean Chassagne became the first car to cover more than 107 miles in one hour. This achievement on the Brooklands circuit almost certainly could have been improved on had it been possible to find tyres that could survive such speeds (an echo of where we are now in Formula 1...)

There is a brief but informative article in Buzzing, the magazine of the **National Autocycle and Cyclemotor Club**, on the metamorphosis of Heinkel from the manufacture of bombers for the Third Reich to a builder of micro-cars, scooters and mopeds.

The **Armstrong Siddeley Owners Club** magazine has a useful tip for annealing copper washers.

The **Sunbeam Motor Cycle Club** magazine mentions the very first organised event for early motor cycles, the Streatham MCC's Old Crocks Run of 1914 and asks if anyone would like to resurrect the event for the centenary?

There is an interesting little story about a Singer car unearthed from the garage of a derelict house in Doncaster and the briefest of histories of the Stilson wrench and the Grover spring washer in the magazine of the **Association of Singer Car Owners** magazine.

The Journal of the **Traditional Car Club** has an illustrated list of 24 different car bodywork types from the 'heroic' era including such gems as the clover leaf coupelette and the close-coupled quarter light saloon.

It would seem that the story concerning the use of flea powder to detect cracks is not an April spoof! Full details appear in the **Bristol Austin Seven Club** magazine.

Staying with Austin Sevens, the **London Austin Seven Owners Club** magazine has a useful article on capacitors (condensers) how they are made and why they fail.

The **Standard Motor Club** Car Review takes us back to the days when workers for the company could purchase new cars at a substantial discount – which was very important when purchase tax was being levied at 50%.

Fifty-year-old one-owner cars are not all that common and to read about two examples of Vauxhall Chevettes in the same edition of **Cavalier and Chevette Club** newsletter may be unique.

The magazine from **Club Triumph** has a useful buyer's guide for anyone contemplating a Triumph 2000.

There is the second instalment of the reminiscences of a Ford employee at Dagenham in the 1930s in the **Ford Y & C Model Register** magazine, plus a somewhat unnerving photograph of car valeting and servicing utilising a car conveyor belt.

Morris Monthly, the magazine of the **Pre-1940 Morris Register**, is full of reports of the Morris Centenary celebrations. There is also a thought-provoking article on the few surviving AA and RAC road-side boxes and their maintenance. Whilst the (few) survivors are listed as Grade 2 some of them do appear to have seen better days.

There are details of the auction of two very different vehicles in the **NECPWA** magazine. Firstly, what is claimed to be the oldest car in running order – a 1884 De Dion steam runabout sold at Hershey for \$4.62 million and secondly the 28 ton 'battle bus' prepared for a visit to Northern Ireland by Margaret Thatcher sold for £16,940 - after being posted on eBay for £10 million.

There is an up- date on developments in road traffic regulations in France in (where else?) the magazine of the **Traction Owners Club**.

How many of you will admit to being old enough to remember the Eagle, the school-boy's magazine of the 1950s? The May 1953 edition carried a centre spread of a cutaway drawing by Mr Ashwell of a straight eight Daimler limousine as used by the Royal Family. This has been reproduced in the journal of the **Daimler and Lanchester Owners Club**.

The cover of the **Morgan Sports Car Club** magazine for May is a striking piece of artwork in the genre of American 'Pulp Fiction' by Romanian Artist Valentin Tanase. It is that time of the year when a timely warning of the dangers of over exposure to sunlight appears in the very same magazine (recent summers suggest that a warning about mildew would be more appropriate).

The **Morris Minor Owners Club** magazine has a well-illustrated feature on the Morris centenary celebrations held at Nuffield Place – and did you know that more than 2,000 Tiger Moths were built at Cowley during WW 11

There is an interesting comparison between the VW Beetle and the Ford Popular in the magazine of the **Ford Sidevalve Owners Club**. It is salutary to learn that the first Beetles that were officially imported sold for almost £1,000 against a Ford at just over £400.

Out & About in August

Club cars on The Moor, Sheffield



Photos by Rodger Trehearn



“Setting the world to rights” at Locke Park, Barnsley

A tight squeeze at Auckley Show





**Another
tight
squeeze at
Epworth
Show**



**But the
fine
weather
compensated.**



Club Picnic and news from Jenny Wilkinson

If you didn't take up Teresa's offer of going to her and Paul's place in Whitley just north of Askern on Sunday 25th August you missed a real treat. The sun came out mid-morning and stayed out all day. (Unfortunately so did the wasps.) We sat under trees on a perfectly manicured lawn and ate our picnics, wandered round little ponds with water lilies on them and looked for fish.

Later in the day the ducks arrived to be fed and Tamm and Gizmo chased around the garden, (dogs I hasten to add.)

Teresa's and Paul's family and friends were so welcoming it was as if we'd always known them.

The piece-de-resistance were. Of course, the cake and cupcakes. A big thank you to everyone who made it such a special day.

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June 29th this year was a special day for Hazel and Abigail Mooney, pictured here with our Zodiac. It was their school prom and we drove up to Baildon so Barry could drive them and their dates to the venue for their evening out.



Club Picnic at Teresa and Paul's, Whitley just north of Askern.







Hagerty's the Club Insurer

Dear Stuart

I am delighted to say your form has arrived today! Please thank Non for this. Your introducer code is CCTCC however, your members need only mention that they are a member of the Traditional Car Club of Doncaster in order to prompt the team here to put in the introducer code which will result in the commission coming to you. Could you please circulate to all your members that we are now in partnership with each other and, if possible, where you have the link to our site on your website – could you make mention of the code CCTCC by saying ‘Offer a discount to the Traditional Car Club – please mention the code CCTCC when you call’.

Wentworth Woodhouse 1st September 2013



Two very different vehicles from 1934, an Avon bodied Lanchester and a Raleigh Safety Seven.



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Stuart

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Traditional Car Club - Regalia



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Selected Forthcoming Events 2013

Sept 15 South Yorks Transport Museum Rally, Waddington Way, Aldwarke, Rotherham

Sept 15 Festival of the Plough, Epworth DN9 1DD, 01427 873388

Sept 15 Waltham Windmill Autumn Classic, Briggsley Rd, Waltham DN37 0JZ (LLMC) #

Sept 15 Wings & Wheels, Meridian Park, Cleethorpes (*see Information Folder*)

Sept 22 Knavesmire Rally, York Racecourse YO23 1EX #

Oct 5 Sturton by Stow, Lincs LN1 2DD (LLMC)

Oct 6 Autumn Run (TBA, DT)

Oct 6 Crow Nest Park, Dewsbury WF13 2SG (YTCC)

Oct 13 McArthur Glen Retail Park, York YO19 4TA (EYTCC, A19/A64 junction)

Oct 13 St Leger Rally, Sandtoft

Nov 15-17 NEC, Birmingham

Abbreviations:

AG Andrew Greenwood Shows

COOC Cambridge & Oxford Owners Club

DT Traditional Car Club event

EH Organised by English Heritage 01302 724969

EYTCC East Yorks. Thoroughbred Club, info@eytcc.org.uk, www.eytcc.org.uk

JEC Jaguar Enthusiasts Club

JTU Just turn up

LLMC Lincs Louth MC

LVVS Lincoln Vintage Vehicle Society (lvvs.org.uk)

MW Mark Woodward Shows

OS info@outdoorshows.co.uk, 08432 897631 (formerly number 1 events)

NECPWA North East Club for PreWar Austins (York branch)

tbc/tba To Be Confirmed/Announced

YTCC Yorkshire Thoroughbred Car Club

Entry form available

If you wish to enter an event please refer to the Information Folder which will give more details. **It is the responsibility of the entrant to ensure the event they wish to enter will take place.**

If you know details of any local events, please inform Christine or Rodger (when, where & entry details). **A copy of an entry form** is ideal so it can be copied, giving others the opportunity to enter.

Club Nights 2013

Wednesday September 11th. Noggin and Natter

Wednesday 25th. August Noggin and Natter

Wednesday October 9th. Noggin and Natter

Wednesday October 23rd. Noggin and Natter

Wednesday November 6th. Noggin and Natter

Wednesday November 20th. Noggin and Natter

Wednesday December 4th. Noggin and Natter

Chairman's Christmas Buffet 3 Station Road, Hatfield

Sunday 8th. December, Bring & Share.

Wednesday December 18th. Noggin and Natter

Summer Fund Raising

I would like to thank everyone who donated items for the tombola stall at the Deaf College show (sorry I didn't get to thank you all personally) and of course thanks also to those who bought tickets. We made a grand total of £73.50.

Those who donated bottles of alcohol for the tombola, I didn't want to use them on the stall in case an under age person won them...so instead I used them as the prizes for a Boozy Summer Raffle. A few late donations of other bottles help raise the prize list and the tickets were sold at the fortnightly car club meetings in July and August with the prize draw being done on Wednesday 28th August. Thanks to everyone who bought tickets to make the raffle a success and help us raise an extra £66.50 for the club coffers. Great stuff!

³⁹
Teresa Ford

