

THE TRADSHEET



Journal of the Traditional Car Club

January 2014



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

EDITORIAL

Dear Members,

Many thanks to all those members who came this year to the Chairman's Christmas Buffet and to all those who brought many and varied goodies. A good time was had by all and there was plenty of room for chatting; eating; and for watching old car movies courtesy of Youtube. It was also an opportunity for some members to view the latest acquisitions to the motoring household, tucked up in the garage. Well I guess by the time you read this there will be another project waiting for some T.L.C. a stablemate for "Charlie", Davey's 1955 A30 which is working well. (touch wood), a 1947 Morris 8 Series E. More news later.

I hope you didn't get too much caught up in the commercialism of Christmas and had time to rest and relax and reflect in what can be a very stressful period of the year if we are not too careful. I must admit that as I am getting older I seem less willing to get involved with mammoth amounts of shopping and buying many presents which probably will never be used. It seems that most presents this year were given out in suitable "Bottle" bags, many re-cycled from last year and didn't even need to be wrapped up -saving more time. We had plenty of food in the freezer which we had accumulated over the previous weeks and months so there was no need to do a big shop although I did have one from Sainsbury's delivered at the beginning of the month— after all shops are only closed ONE day so there's no need for panic buying. Christmas lunch consisted of a variety of meats including a chicken crown, leg of lamb and a duck which were used for a number of meals following the Christmas dinner for 5 of us. I have now taken mother back to Stamford Bridge, using the Morris Minor Traveller which, after some tweaking with the timing, is starting much better and running well. I have now moved the driver's seat as back as far as I can which makes the driving more enjoyable, and mother likes the upright nature of the seating and the widescreen vision.

This gets me thinking as to where do all the old cars go. It's a long time since I saw many of the most popular everyday cars of the fourties and fifties on the road. At each rally there used to be a few Austin Somersets, Morris 8's, Ford Anglias and Pops and a selection of Hillmans, Standards and others. Austin A40 Farinas were fairly common and can be used as everyday transport. Surely they have all not been sold to collectors in Ireland or other parts of the country. Where o where have all the old cars gone? Hopefully this may engender some discussion so please send me your thoughts be e-mail or snail mail.

I seem to have gone upmarket this year thanks to Davey who bought me a Kindle AND an i-Pod for Christmas. He has downloaded some music for me but I still can't find where you change the needle ?? It will be useful to listen to as I'm driving the Traveller or the T's for which radios are not feasible. I can't understand Wi-fi signals and how things can be downloaded without seeing them or the need for leads but I can enjoy the music. Such a small thing which contains so much. The Kindle will be useful on the boat where there is limited amount of storage for books.

I hope you all had a very good Christmas and look forward to seeing you all at many events throughout the year. The A.G.M. will take place at Owston Hall on Wednesday 26th. February at 8.00 p.m. prompt. Please find enclosed Agenda and voting slips with this Trad-sheet and minutes of the previous meeting. Club Nights begin on January 15th. Please do renew your membership promptly at only £15 per year it's a bargain and a good late Christmas Present should one be needed. Don't forget your calendars too and order your pictures if needed and see Davey for inclusion in the Calendar for 2015 which should be out mid summer.

A very happy New Year and safe motoring⁴ to you all, Best wishes, Stuart & Davey

HAGERTY'S CAR INSURANCE

Who are we? Believe it or not, Hagerty is the largest classic car insurer in the world with MORE THAN 450,000 policy holders. Hagerty International Ltd started in the UK in 2006 but has the backing of not just Hagerty our parent company, but also Hiscox Insurance here in the UK.

We are thrilled to be working in partnership with The Traditional Car Club of Doncaster and are looking forward to seeing you all again soon. Rather than simply placing an advert about us, we thought it would be rather nice to include an item about some of the staff working at Hagerty so that when you call, you have an image in your mind of who you are speaking to – we are a relatively small team of just 16 and are working hard to raise our brand awareness without dropping our high standards of customer service. One of the reasons we are able to keep our premiums keenly priced, is down to the fact that we do not offer cover on modern or everyday use vehicles, nor do we offer household, life or pet insurance – all of which have contributed to an increase in premium for some of our competitors.

Here follows a short biography of just a few of our staff – selected in no particular order!

Charlie Patterson - Born and Schooled in Windsor, previously worked with modern Motor Manufacturers such as Rover Group, SAAB and Nissan and joined Hagerty in 2008 as a Valuations Underwriter. I have always had a passion for classic Cars in particular although additionally, I have an interest in Aircraft and Boats as well, I believe this stems from my family background, my father and older brother often had a restoration project at home, whether a 1960's moped or even vintage Tractor at one stage, it obviously rubbed off on me and now I have owned various classic Cars for the last 20 years. They can be such good investments if (and it's a BIG if) you buy the right car for the right money and keep it in tip top condition.

Charlie is our expert on vehicle valuations – and do remember, we provide agreed value from policy inception. We must have this backed up with photos and we re-evaluate every three years.

Ian Arthur – Originally from the Isle of Man, my interest in all things old and mechanical came from my late father at an early age, my interest quickly grew into classic cars and motorcycles. I am currently the custodian of the family Morgan which was purchased new by my late grandfather and has been passed down the family since, a 1962 Land Rover which I learnt to drive in when I was 6. My never project is an early Range Rover which has been in various stages of rebuild for nearly a decade, every year I promise myself this will be the Range Rover year.

Phil Dunne - Born in a little mining Village in South Yorkshire, I moved to Silverstone in 1992 after working in Engineering at British Steel. I started working part time at Silverstone Circuit then full time at their Driving Centre as Front of House Manager for many years. Dealt with Formula 1 administration through to club events at various Circuits both here in the UK and Europe. Interested in classics as a very small boy with Grandfather's passion of Jaguars and racing in the 70's with my Uncle as a 7 year old pit crew!

Cars in the past have been varied from Mk1 Escorts to a late Alfa Romeo Spyder, Morris's to a Figaro! Have a 1971 Lotus Europa in need of TLC but I will wait on my big 50 present for that!. Spitfire in the pipelines!! Put simply, I am a Petrol Head! Janet César – Born in Aldershot – therein lies a clue... most jobs I have had involve customer service from hotel management to running Silverstone Racing Club, which I did for nearly 8 years. My role at Hagerty is to reach out to the classic car community across the UK and raise our brand awareness. I do this by attending club meetings, events, shows and rallies. We will also support by advertising, promoting and hands on help with club events.

Please call us on:

0844-824-1130

You MUST quote the following promotional code: CCTCC in order to obtain the Traditional Car Club of Doncaster discount!

The Club has recently received a cheque for £18 as dividend from Club members recent policies taken out through Hagerty's.



The Black Horse at Seaton Ross which was our lunch venue for a most memorable repast following a run from the Green Tree at Hatfield to close the year's rallies. Thanks to Ken Sleight who organised this run and to all those who participated and also the photographers.

Autumn Closer run to Seaton Ross on October 6th. Pictures courtesy of the Molyneux.



Top:- Mike Heath's N.G.
Centre:- Les and May Bryan's B.M.W. followed by other club members.
Side:- Chris Picks newly restored M.G. YA behind Kevin and Traceys latest acquisition a Jaguar XKR.

Tracey Irwin visited the Heritage Motor Museum and took these photographs to give us a flavour of what the place contains.





A selection of some of the Jaguars on display at the Heritage Centre, Gaydon. We hope to run a club trip there sometime should there be sufficient interest. Is there someone in the Club who would like to organise this? Please let a member of the Committee know if you think you'd like to go.





Early Austins from the Austin Motor Company



A cut-away example of an M.G.B.

A glorious day at the Epworth Show last year.
A very nice example of a Daimler drophead saloon.



The “Titan” robot entertained crowds both young and old during this very popular show.
Photos by Olive Molyneux

Being progressive or being regressive ? That is the question

The flat tyre warning sign illuminated on the dashboard of my 2009 Mini yet again. This time I made my mind up to do something about it— permanently ! The symbol had illuminated many times, not that there seemed to be anything wrong for with run-flat tyres you couldn't tell there was a fault. A hard ride in which you felt every imperfect road surface, a plastic vibration from behind the plastic dashboard, and warning signs telling you of so many things, there seemed to be much to go wrong. Not long after purchasing the car it would go in to limp mode and an engine management light illuminate causing a run back from Bawtry to take over an hour and a half with the car stopping every few hundred yards. This turned out to be a fuel filter which needed changing on this B.M.W. made car with a Citroen engine. Enough was enough after a year of motoring. Yes, being a diesel it was economical. Yes, it was cheap road tax at £20 per year. But being enjoyable to drive— it certainly wasn't. I started to look for something which was older, could keep up with modern traffic, was fairly economical, was easy to obtain parts, was easy to work on and didn't have much in the way of modern technology, and which also had a proper spare wheel. Hence my beginning to look at car auctions.

A Morris Minor came to mind. I had had several in the past, over the years ,and I noticed that there was a Traveller coming up for auction at the Richard Edmonds Sale at Castle Coombe on Saturday October 19th. 2013. The pictures looked interesting and also the write up. It had a 1275 cc and disc brakes on the front and twin carburettors.

To cut a longer story short I bid by telephone and ended up buying the car. Of course there was commission to pay and a trip down to Richard Edmonds own home to pick the car up a few days later as I couldn't get there earlier. Barry Wilkinson came down with me in the Jaguar and we drove the Morris back. An eventful drive for it broke down on the motorway after travelling about 40 miles. Towing the car with the Jaguar we ended up at a garage where we managed to get a new set of points. Still no spark the trouble was eventually chased to a roter arm which had burnt through. Replacing this with a second hand one the car started and we set off again. The next trouble was a lack of power and Barry had to choke the engine to get more fuel through before the second carb would intermittently cut in and make the car run faster, also putting his foot down. There must have been some muck swishing through in the tank and the carb. before things started to improve. Once motoring strongly, and this time in the dark, Barry shot off at a great rate of knots and I lost him. Only to catch up with him much later after having put my foot down in the Jaguar. Back home and the next couple of weeks saw a fair amount of tinkering. A new stainless steel exhaust was fitted by Powerflow off Green Lane at Scawsby. Expensive— very much !! But they did do a good job. However the car was much noisier so I have added extra carpets and sound proofing. Adjusting the timing has helped very much with the starting and now it is running really well, It starts up quickly, even in frosty conditions and sat outside overnight, is now running well and since its purchase in October has covered already some 1700 miles.

I have proper grease nipples to play with, woodwork I can polish, proper steel wheels with no dents in them, an engine I can work on and get parts for, and a spare wheel. Do I regret changing my everyday car for something 43 years old— No. Do I feel better driving this car than something modern— Yes after all I can keep up with modern traffic and the Traveller will do over 70 m.p.h. Have I regressed? That is the question— what do you think?

The following pictures were the ones of the 1971 Morris Minor Traveller as advertised on the Richard Edmonds auction for the sale on October 19th. At Castle Coombe near Bath. I have bought several cars now just by looking at the pictures. The Morris is not as perfect as I would have liked. The re-spray is not as good as it could have been but the car is an honest and genuine example and I do like the colour especially of the inside, a change from the black, green or red of other examples. This one is called Autumn Leaf and the exterior colour is Beduin– without an “o”.



Photographs from Geoff Humphreys following his trip last year to Canada.









These photographs show some of the cars which Geoff Humphrey saw on his trip to Canada last year. These were at RM Auctions.

When the going gets tough- the smart guys use soda

If like me you have ever tried stripping paint and rust from car bodies using sanders or chemicals you will know that it is a long and tiresome process. Not only that but sanders and chemicals can cause severe damage to the surface material or bodywork and prevent you achieving a successful paint job after cleaning.

Until recently the only alternative to these processes was high pressure blasting with abrasives such as shot or sand. However these abrasives often proved to be far too aggressive for many surfaces and although abrasive blasting is still used for many cleaning and restoration projects, its limitations have earned it a bad reputation amongst many renovators and restorers.

So when I discovered Soda Blasting, I had found the perfect solution to the cleaning and renovating challenges which had traditionally been treated by hand or with tough abrasives. Precision blasting with soda has all the advantages of traditional blasting materials and more but without any of the drawbacks.

Traditional Abrasives

The most common types of abrasive media used in the traditional blasting processes are Aluminium Oxide, Silicon Carbide and glass bead. These media have an effective but aggressive action which can rapidly remove paint and rust. However they can also generate significant heat which can result in warped metal and etched surfaces. Their powerful effects make them unsuitable for use on some delicate metals as well as fibreglass, chrome, rubber, glass or plastic. This means that before any blasting can commence, all parts and trims have to be either removed or masked off.

Less aggressive abrasives such as walnut shell can also be used effectively to remove paint and do not generate as much heat which reduces the risk of warping. Unfortunately as with other abrasive media, walnut shell has a tendency to lodge particles in the seams and crevices of car bodies and these can be very difficult to remove.

The power of Soda

Unlike the media described above, soda is soft and non heating so there is no warping or etching and it makes the perfect choice for cleaning steel, aluminium, plastics and fibreglass. Soda is brilliant at removing paint, leaving a smooth texture free finish which is perfect for priming and painting. It is also so gentle that chrome, plastic, rubber, glass, wood and other components can be left in place during blasting.

Another great benefit of blasting with soda is that it leaves behind a very fine film of soda which covers the part. This film will prevent flash rust occurring for up to several months. So when you're finally ready to paint or coat the blasted object, you can simply rinse the film away with water and you're ready to go. Soda is completely water soluble so the rinsing process also washes away any residue in seams and crevices. Soda can also be used to clean and degrease engine parts and machinery as it will not cause any harm to internal moving parts or damage seals, washers or bearings and can be easily rinsed away.

If you would like to find out more about the results that we achieve with soda or the other abrasive media that we use then visit our website at www.yorkshireprecision.co.uk.

Member Ken Gosden has now sold his Morris 8 and replaced it with this 1935 Morris Ten Four pre-series with sliding roof. The man who had this car now has his Morris 8. I hope he may consider joining the Club. Have a word Ken.



On December 13th. 2013 Roy Mortimer's friend Gladys sadly passed away at Pinderfields Hospital Wakefield. She will be missed by many friends in the Car Club and also , of course by Roy.

We should like to offer Roy all our condolences and also for Mary, wife of Donald Edwards , for this last Christmas which would be a very hard one.

Love and prayers go to all those who are recently bereaved and for whom this Christmas time has been one of lost hopes and dreams.

We give back to you, O God, those whom you gave to us. You did not lose them when you gave them to us, and we do not lose them by their return to you. Your dear son has taught us that life is eternal, and love cannot die. So death is only an horizon, and an horizon is only the limit of our sight. Open our eyes to see more clearly, and draw us closer to you that we may know that we are nearer to our loved ones, who are with you. You have told us that you are preparing a place for us; prepare us also for that place, that where you are we may also be always, O dear Lord of life and death.

William Penn (1644-1718)



Smiling faces from Rex Whitehead and Barry Wilkinson at the Chairman's Christmas Buffet. Photo taken by Linda Duffell.



Remember

**Traditional Car Club A.G.M. Wednesday 26th February
at Owston Hall 8.00 p.m.**

2014 Club Calendars to be ordered from Teresa Ford

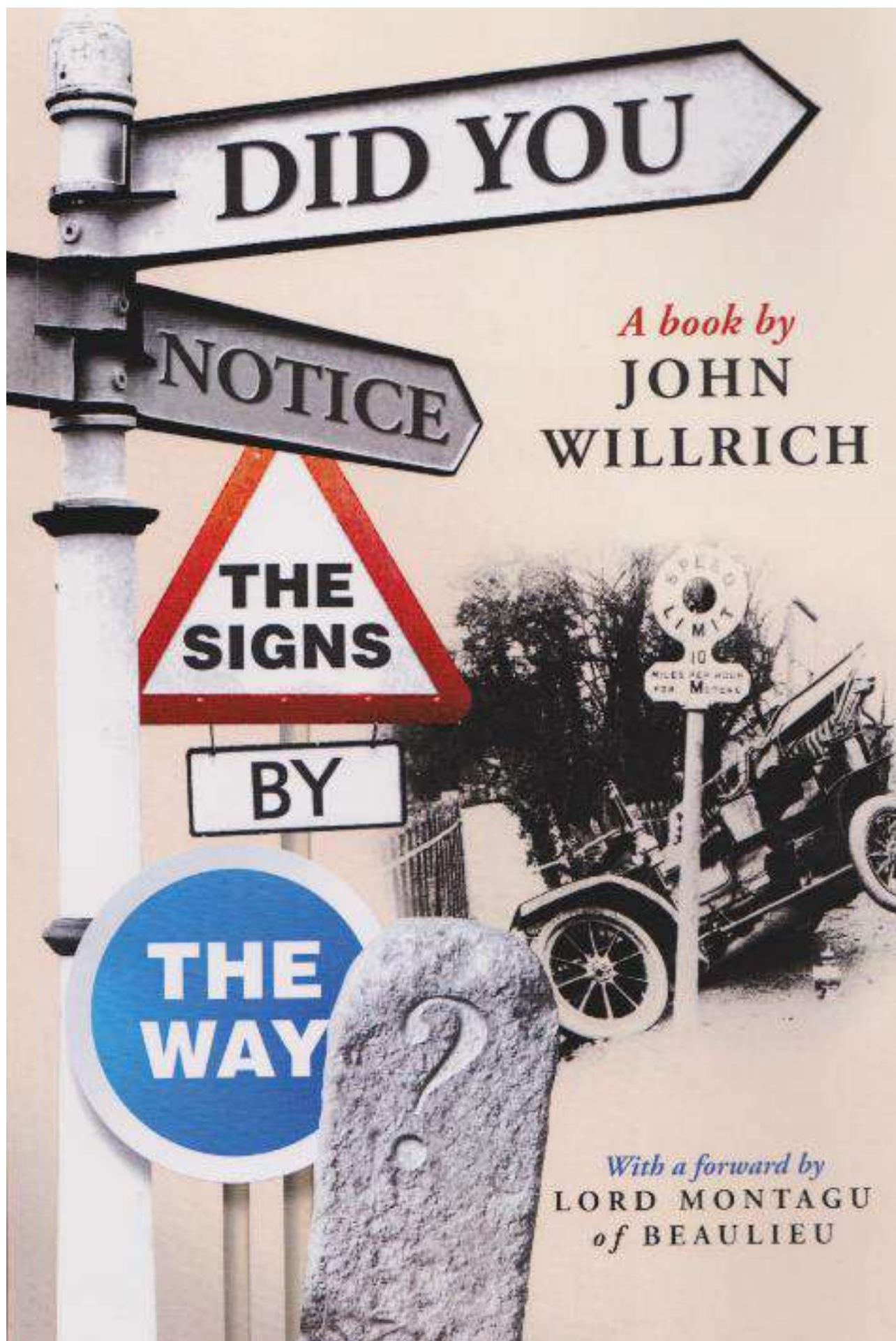
Can you join the Committee?

Write an article for Tradsheet ?

Help organise a Club night activity?

Neil Hammans shares the following pictures of his 1966 Jaguar S type which he sold and is now undergoing some restorative work. Here it has just had a re-spray in Connaught Green.





“Did you notice the signs by the way”? by John Willrich

210 pages. Many black and white illustrations. Soft cover.

Published by Beaulieu Enterprises.

Price £14.99(plus £3.75 p and p) from: The Book Shop, Beaulieu Enterprises Ltd., John Montagu Building, Beaulieu S042 7ZN

No ISBN

Review no 36 by Michael E Ware.

Here I must declare an interest. During the 1980's, I persuaded John Wilrich, a colleague at Beaulieu, to turn his researches on road signs into a manuscript for a publisher. The agreed publisher then cut it from their list and it has lain dormant until Ralph Montagu has recently overseen the editing and publishing of those researches.

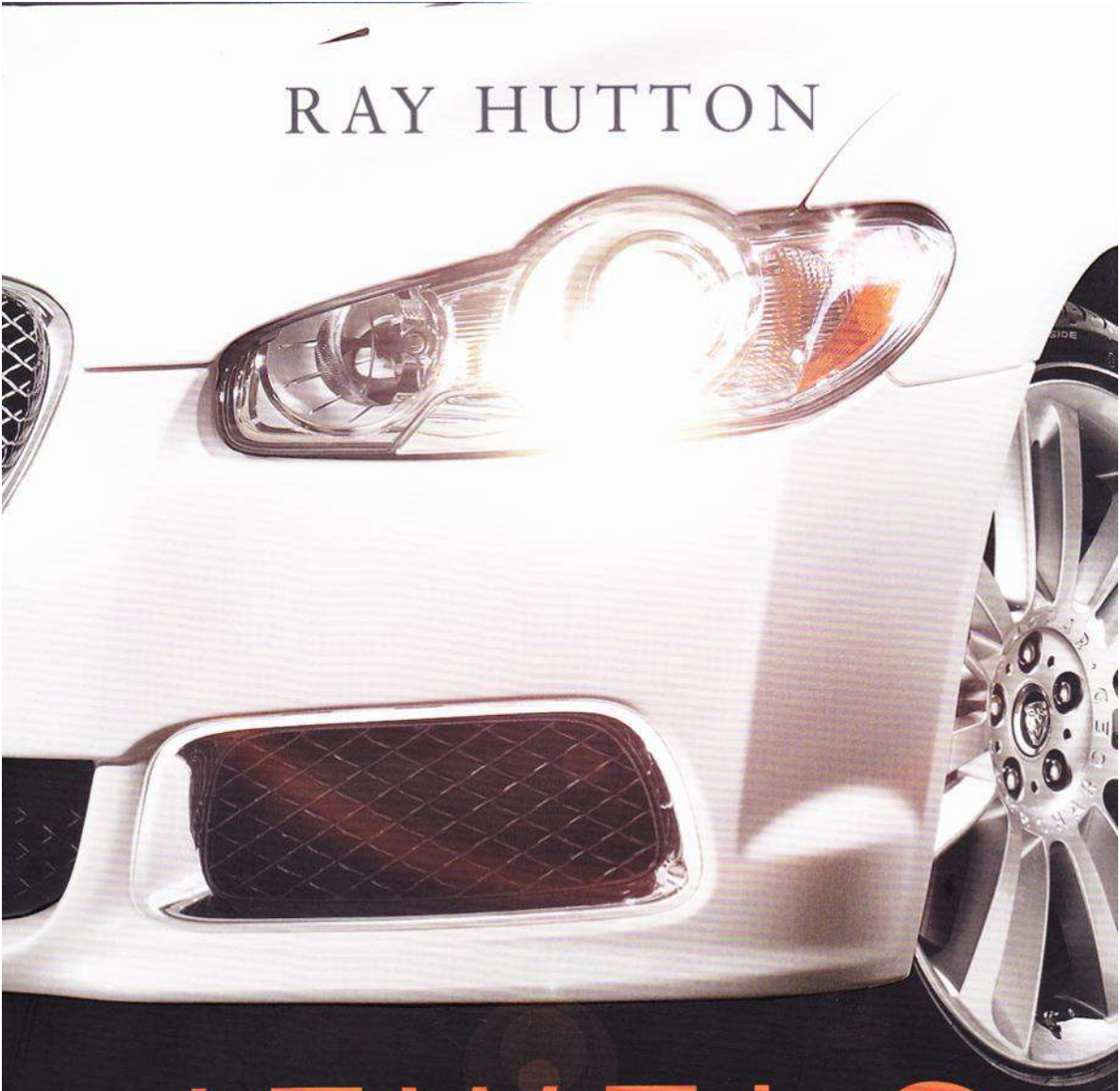
Many enthusiasts collect a variety of signs, including road signs to adorn the walls of their garage or study, but how many know the history of those road signs? This book is a comprehensive look at the “wayside” signs that over the years have appeared at the side of tracks and later roads. The book starts with a short history of our roads. Then came the milestones and other “way markers” and some crude sign posts. Incidentally early sign posts tended to be placed high up in hedges or on top of banks so they could be more easily read by travellers on horse back. For years there were no statutory requirements for local authorities to put up signs. Some of the first signs were there to protect property such as “Any persons wilfully injuring any part of the county [Dorset] bridge will be guilty of a felony and upon conviction liable to be transported for life”. Tough words.

The author goes into speed limits and explains the red flag requirement. Incidentally I did not know that the so called “red flag” act of 1868 which required a person to walk 60 yards in front of a “locomotive” (later of course very early cars) did not state the age requirement of the person so walking nor the size of the red flag!

It was the cycling boom of the late Victorian and Edwardian period that caused the first road signs as we might know them, most of which related to dangers ahead and were put up by cycling clubs not the council. When the motor car came it was necessary for many more signs to be erected, the majority being put up by the AA and Motor Union and the RAC. It was not until 1930 that illustrated signs became standardised. An interesting aside, the first level crossing signs had a locomotive with the 0-8-0 wheel configuration. Later this was changed to 4-6-0 and later still to 0-6-0. The schools sign started as the “torch of learning”. Then we had a playground sign of two children playing with a ball. The school sign was then changed to a couple of children in school uniforms with hats and caps crossing the road. This was then criticised as being “middle class” as not all children had school uniforms, satchels and hats!

There is an interesting chapter on the temporary signs (often weight limit signs on bridges) that were erected during the war. This is a well researched and informative book on a subject many of us may have overlooked. Its been worth the wait.

Membership Renewals
Due Now for this coming year 2014-2015
Still only £15 membership renewal fee.
Renew NOW !!



RAY HUTTON

JEWELS

IN THE CROWN

How Tata of India transformed
Britain's Jaguar and Land Rover

“Jewels in the crown - how Tata of India transformed Britain’s Jaguar and Land Rover” by Ray Hutton.

209 pages, Hard back . 54 Colour illustrations

Published by Elliott and Thompson Ltd (www.eandtbooks.com)

Price £20

ISBN: 978-1-908739-82-7

Review no.39 by Michael E Ware.

I have often wondered how a car company, relatively unknown outside of India, could become the “Preferred Bidder” for Jaguar/Land Rover.(JLR) For Tata to purchase both companies from Ford, and in a relatively short period of time turn them both around - Jaguar into profitability and Land Rover to even greater success than before, is even more remarkable. Author Ray Hutton, an award winning member of the Guild of Motoring Writers has been writing about the car scene for 35 years and has interviewed almost every person who has been involved in this amazing purchase and transformation. Each of the important people involved have their own short but useful biography at the back of the book.

The book has background chapters on both the history of Jaguar, from the Sir William Lyons days, and the history of Land Rover. Hutton described both companies as “..the jewels in the crown of the British motor industry.” In his introduction he goes on to say “That crown was somewhat tarnished. There had been several decades of decline in car manufacturing in the UK. Jaguar which had made the most sought-after sports cars in the world and proved their worth by winning the Le Mans 24hour race year after year, had fallen behind the times and wasn’t engaging with the new audience for premium cars. Land Rover was known for making the best four-wheel drive vehicles but was threatened by a campaigns to make the big , heavy, sport utility vehicles (SUV’s) socially unacceptable. And both Jaguar and Land Rover had patchy reputations for reliability”.

To understand why Ford needed to divest itself of Jaguar and Land Rover you have to understand the background to Ford and this is well explained. To sell Jaguar, Ford had to add in a carrot, and that was Land Rover. The author has met and interviewed Ratan Tata, who was personally involved in the deal, a number of times and so gives us a picture of the Tata group who have been selling their cars very successfully in India, but not many abroad. Perhaps the Tata name is best known for their take-over of Corus, previously British Steel. At the time of the Tata purchase their company owned 18 companies in the UK, including Corus but and Tetley Tea!

Was the secret simply good management? The author says “Tata was true to its principles, appoint a manager and allow him to get on with the job with minimum interference”. At first JLR was directed by a three man board. “Tata brought a new approach to JLR, now the fastest-growing premium car company in the world: improving factory efficiency, embarking on major export drives and launching several successful new models.” This book shows how it was done.

LIGHT CAR PATROLS

1916-19

WAR AND EXPLORATION IN EGYPT
AND LIBYA WITH THE MODEL T FORD

A Memoir by Captain Claud H. Williams

Edited with an Introduction and
History of the Patrols by Russell McGuirk

SILPHIUM PRESS
Royal Geographical Society

“Light Car Patrols 1916 – 19 – war and exploration in Egypt and Libya with the Model T Ford.” A memoir by Captain Claud H. Williams. Edited with an introduction and history of the patrols by Russell Mc Guirk.

Published by Silphium Press for the Royal Geographical Society.

276 pages . many black and white photographs. Soft cover.

Available from bookshops price £24.99

ISBN 978-1-900971-15-7

Book Review no. 37 by Michael E Ware

This is a book I would never have heard of if the manuscript had not come my way in connection with the Michael Sedgwick Memorial Trust. It features the previously unpublished account by Captain Williams of his service with the light car patrols in Egypt and Libya during the latter part of World War 1. It is a chronicle of desert exploration carried out by a very small British force using Model T Fords. In his introduction the Editor tells how over 19,000 Model T Fords were used during the war with some 1,000 ending up in Egypt. He says “...the Rolls-Royce [armoured cars] were unbeatable where the ground was flat and hard but where the surface conditions were bad due to mud, sand or rock- and even swamp...the Fords were more reliable.” Its high ground clearance helped as well.

It was the simplicity of the Ford which caused it to be chosen for these desert patrols – where maintenance was likely to be minimal.

Apparently spare parts were at a premium as after the sinking of two ships, HMT Titian and HMT Waterfels nearly 500 cases of spares were lost.

This is a wonderful account of running such cars in terrible conditions and on awful road surfaces and hill side escarpments.

What makes this so interesting and the main part of the book is Claud Williams' memoir which were written immediately after the war, but have laid unpublished until now. You are getting the story from some one who was there. It's a fascinating account of using cars in the most terrible of conditions, some of the repairs they had to carry out were amazing. Besides the cars the book is a descriptive account of the places, the people and the very varied climate. With WW1 about to be commemorated over the next few years, this book has come to remind us of a part of the war that I suspect, many of us had never heard. There are a surprising number of very good period photographs of the cars, people and landscapes, some reproduced in a sort of yellow desert sepia which in my opinion has not improved their clarity.

For Sale– Enamel Car Badges



Enamel Car Badges similar to the one above are now available from Brian Close at £15 each. Buy your Club Regalia from Brian whilst stocks last !!!!
Windscreen Stickers only £1 each.

F.B.H.V.C. News Items

REACH Chromium Update

You will recall a couple of issues ago we alerted you to the issues surrounding European Regulation No 1907/2006 (known as REACH) and its application especially to chromium.

It is clear that the formal situation remains as before. A number of chromium substances are on the 'candidate list' and their use will be banned in 2017 unless exemptions are sought. It has been authoritatively claimed this would result in chromium plating being banned. Concern regarding chromium is widespread in industry and our interests are only a very small part of the problem.

On 16 October I attended an MEPs' breakfast meeting in Brussels at which a representative of the VDA (the German motor manufacturers' trade association) made a pitch for an amendment to the Regulation to exempt banned substances under the REACH Regulation from use in spare parts to be incorporated into 'cherished vehicles' made before prohibition dates come into force. This is of course a proposal from large manufacturers and I am not sure this would be sufficient as many of the components which our current suppliers are plating are original components, not reproduction spares.

The issue of course is that the Regulation, which was quite properly introduced to control the use of chemical substances injurious both to those who work with them and to their users, is in force and generally works.

But as the legislation is applied to as gradually widening number of substances, in respect of which the hazards are less immediate and serious than the first wave of really dangerous chemicals, unforeseen effects, such as the effect on our interests, are becoming of more and more concern. We will be working, both on our own account in the UK, with DEFRA and motor industry bodies, and through FIVA in Europe, to try to head this issue off before it becomes too serious. We will keep you informed.

Warning – Continuous Insurance

Chris Hunt Cooke

The unfortunate experience of a member leads me to remind everyone of a potential misunderstanding about Continuous Insurance.

It is not unusual for enthusiasts to leave their vehicles with restorers and maintainers for lengthy periods. It may be that the vehicle is safely on a restorer's premises when the annual insurance renewal comes up. There might be a temptation to assume the vehicle is covered by the restorer's trade insurance and not to renew. Don't do that!

Under current legislation, which is of course designed to prevent vehicles being used on the roads without insurance, to the benefit of all of us, the DVLA vehicle records are regularly compared to the Motor Insurers Database and the registered keeper of any vehicle which is neither insured nor subject to SORN will receive an 'insurance advisory letter'. If

that is ignored, the next step is a fixed penalty of £100 (reduced to £50 for early payment) and after that the matter goes to court. There are few exceptions. The relevant legislation is the Road Traffic Act 1988 S144A.

If a vehicle which is under repair or restoration is made subject to SORN, it cannot be used or left on the highway, which would mean it cannot be road tested while the SORN is in force, unless the restorer has a trade licence.

As most cherished vehicles are on historic vehicle policies, you might possibly be able to negotiate with your insurer a deal which recognises that the vehicle is largely going to be off the road for a while, perhaps by agreeing a very low mileage limit on the policy, but you must keep a valid policy in place to remain legal. You can check that your vehicle is correctly shown on the Motor Insurers Database by entering its registration number on askMID.com.

DVLA Visit

Before the Federation's last meeting with DVLA in October we were invited on a conducted tour. There will be an in-depth article about this in a future issue.

The Post Office makes three deliveries to DVLA per day, and a typically there are 140,000 items of mail each day. With that quantity of mail, the last thing you want is a backlog, so the aim is to clear 140,000 items of mail every day. To assist the internal handling, DVLA use around 70 different postcodes, with each one relating to a different type of mail. Mail is moved around not in sacks, but in open top boxes containing typically around 100 C5 (A4 folded) envelopes.

After passing through an X-ray scanner, it is passed to the appropriate receiving section, based upon the postcode. If the postcode indicates SA99 1BA the envelope should contain a V5C where the details have been amended. A postcode of SA99 1BE, our area of interest, would be the postcode for an age-related application. A claim for an original registration number, a V765 claim, should be SA99 1ZZ.

With the postcodes that have a high volume of mail, e.g. SA99 1BA, an amended V5C, the envelope is automatically sliced open, and the staff member confirms it is actually a V5C. These are put into batches, given a batch and serial number and scanned. The data entry staff see the scanned image and check that the changed information is valid and no independent verification of information is required. The changes are added to the database, and the amended V5C posted out. Once all the documents in the batch have been processed the original paper copies are destroyed.

There will be some V5Cs where the details are not valid, or additional independent verification is required. For example, one V5C that we saw had the new keeper details as being Del Trotter, Nelson Mandela Heights, Peckham! This would be flagged against the vehicle, so if spotted by an ANPR (Automatic Number Plate Recognition) camera the vehicle would be stopped by the police. As a parallel operation, contact would be made with the previous registered keeper in an effort to establish the correct details of the new keeper.

Another example where further information is required would be where the engine size has been changed. For most taxation classes the rate of duty is dependent upon the engine size, so DVLA would want independent verification of the new capacity of the engine. This would not apply to historic vehicles, because the taxation class is independent of engine size.

As said above a claim for an original number, the V765 scheme, should use the SA99 1ZZ postcode. This postcode is treated differently, in that the complete unopened envelope is sent to the V765 claims section. They open the envelope, and the processing starts there.

Now that the DVLA local offices are closed, it is now even more important that the correct postcode is used on all correspondence with DVLA.

Fraud

There are historic vehicles out there which have registration numbers obtained by fraudulent means. This is why successful claims for vehicle registration numbers are now allocated on a non-transferable basis.

One type of fraud could be to buy a genuine logbook, and then to get a replica chassis plate and registration plate to match the logbook. A specialist might be able to detect this fraud if the features on the vehicle don't square up with the features expected on a vehicle with that chassis number.

Another type of fraud involving a logbook, might involve bleaching/removing some of the text, to match the physical vehicle.

There are available now, perfectly legally, replica tax discs. The front of the tax disc, will, by its nature will be very convincing, but there are subtle differences to a real disc that are detectable by DVLA. However on the back of the disc it should indicate that this is a replica. That should be very obvious when the disc is photocopied.

Several members have sent me details of some interesting articles they have come across on the internet. Should you have facilities to access the internet here are a couple of interesting sites:-

Brian Downes sends me the link to this most unusual car

[Diana Dors incredible 1949 Delahaye 175 S Roadster](#)

Kevin Gosden sends me this link to this unique vehicle, an Adams-Farwell, well worth a look.

http://www.youtube.com/embed/Y0XbqHUII-0?feature=player_detailpage

Recommendation for Upholstery Renovation.

Tracey Irwin has had the seats on their Jaguar XKR recently renovated by :-
The Leather Repair Company whom she recommends. Their contact details are:-
07810565339 Bill Pell. She says he worked in poor weather conditions and did a
brilliant job. Contact Tracey if you want to know more.

46th. Annual General Meeting of the Traditional Car Club of Doncaster

February 26th.2014 at 8:00pm
Owston Hall, Owston, Doncaster

AGENDA

The Chairman opens the meeting
Apologies for absence
Approval of minutes of 44th. AGM
Matters arising
The Secretary's Report
The Honorary Treasurer's Report
The Chairman's Report
The 2012/2013 committee stand down
Election of Ex-officio and committee Members
Nominations for Ex-officio members are
Treasurer:- Non Sherburn & Secretary
Committee members for 2013/14 Nominations
Any Other Business
Presentation of Awards
Diane Trophy—
The Wilsic Shield
The Excelsis Award
Open Forum
Date and time of next AGM
The Chairman closes the Meeting



The Traditional Car Club
of Doncaster
FOUNDED 1967

Chairman:	Mr. S. Carey
Secretary:	Mrs. N. Sherburn
Treasurer	Mrs. N. Sherburn

45th Annual General Meeting
27 February 2013 8.00 pm, Owston Hall Hotel, Doncaster

Present

Stuart Carey (Chairman), Barry Wilkinson and approx. **31** members.

The Chairman opened the meeting by welcoming members both new and old. Apologies were received from: Non Sherburn, Linda and Barry Duffell, Don Brunt, Ken Sleight, Brian and Ivy Close, Jim Konstandelos and Gerry Emms.

The Chairman announced that there would be no Honorary Treasurers report due to Non's recent ill health. The Chairman and all present wished Non a speedy recovery,

Minutes of Previous meeting

The minutes of the 44th AGM were approved and accepted as a true record. Proposed by Christine Jewison and seconded by Lance Avill. There were no matters arising.

Secretary's Report

The Chairman reported that approximately 70 people have renewed their membership to date and that some have renewed tonight. Although we have gained some new members over the year we have sadly lost Les Kendall and Peter Scriven.

Honorary Treasurer Report

The Chairman stated that the £1000 received from the Rotary Club Deaf College Event has been a big help and that membership fees will remain unchanged. Funds continue to remain healthy.

Chairman's Report

Club Events

"Drive It" Day

The Drive it day held in April was a big success, several club members enjoyed a leisurely drive to Beverley followed by tea, coffee and bacon sandwiches at the Beverley Arms Hotel. Members then spent some free time looking around Beverley before heading back. The run will take place again this year on the 21st April 2013, starting from the Green Tree pub car park. There will be no event at Elsecar this year due to the excessive charges imposed on the club last year for the use of the site.

Deaf College

There was a good turnout for the Deaf College event this year, thanks to all those who helped out on the day and over the two weekends beforehand helping to publicise the event in the Frenchgate centre along with members of the Rotary club. This year's show will take place on 14th July 2013.

The Chairman's Christmas buffet was very enjoyable and it has been decided to hold the event again on the 8th December 2013. Thank you to all those who brought along food and drink and helping to make it such a pleasant afternoon.

Ken Sleight has been asked to arrange an autumn run on the 6th October, keep an eye in the Tradsheet for further details over the coming months.

The Chairman thanked all those who have helped to keep the club running, Teresa, Barry, Non, Brian, Christine and Roger for the Rally forms, John Garritt for doing the scoring, Olive and Tracy for running the raffle and taking the minutes and anyone else who has helped out over the past year. The Chairman went on to appeal to the membership for any offers of support or ideas for runs etc. Don Brunt's successful run to High Marnham for example.

The 2011/12 committee then stood down.

Nominations for Ex-officio and committee Members were given as Stuart Carey; Chairman, Non Sherburn; Treasurer and Secretary, Barry Wilkinson and Teresa Ford were duly elected. **Brian Close has agreed to continue with Regalia sales, Rodger Trehearn Club website/rally forms assisted by Christine Jewison. John Garritt will continue to score for the Diane Trophy.**

Presentation of awards

Diane Trophy – Don Brunt
Wilsic Shield – Christine Jewison
Excelsis Award – Trevor Kirk and his 1957 MGA

Congratulations to all!

AOB

Mark Wells announced that he is organising a run the week before the Deaf College event.

There will be a joint show with Doncaster Motorcycle Club at Cusworth Hall on the 30th June 2013. This will be the Concourse event.

Any raffle prizes please bring along to future club nights.

Date and time of the 46th AGM 26 February 2014 8.00 pm at Owston Hall

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Selected Forthcoming Events 2014

All about 10-4pm unless stated. Club & Local events in bold italics. Abbreviations below
2014

April 26-27 Historic Vehicle Show & Scammell Spectacular, Water Tower Showground, Ackworth

April 27th. Drive-it-day Club event. Please support

May 10-11 1940s Themed Event, Memorial Park, Thorne, tbc

May 17 Glossop Classic Show, Manor Park SK13 7HS

May 24-25 Leeds Steam Spectacular, tbc

May 31-June 1. Vintage Vehicle & Steam Show, Deaf College, Leger Way, Doncaster DN2 6AY, tel: 01302 867609 (formerly at Rossington)

June 7 Braithwell Church & Country Show, Ruddle Centre Playing Fields off Doncaster Road

June 15 Rawcliffe Village Festival 07713 250947

July 5-6 Winterton Agricultural Show, Winterton Showground DN15 9UG/9UF (nearest)

July 6th T.C.C./Rotary Classic Car Show at Doncaster Racecourse, please support as this brings in much needed funds to the Club.

July 13 Harley Classics & Gala near Wentworth, Rotherham

July 19-20 Steam Rally, Water Tower Showground, Ackworth

July 20 Crowle Show, Godnow Road

July 27 Ripon Classic Show, Ripon Racecourse

July 31-Aug 3 Pickering Traction Engine Rally, Pickering Showground

Aug 2-3 Hebden Bridge Vintage Weekend, Calder Holmes Park HX7 8EE

Aug 24-25 Nostell Priory Steam Fair near Wakefield WF4 1QE, tbc

Sept 14 Otley Vintage Transport, Knotford Nook, Pool Road, Otley

Nov 14-16 NEC Classic Motor Show, Birmingham B40 1NT

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.

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

Club Nights 2014

Wednesday 15th. January
Wednesday 29th January
Wednesday 12th February
Wednesday 26th February A.G.M.
Wednesday 12th March
Wednesday 26th. March
Wednesday 9th. April
Wednesday 23rd. April
Wednesday 7th. May
Wednesday 21st. May
Wednesday 4th. June
Wednesday 18th. June
Wednesday 2nd. July
Wednesday 16th. July
Wednesday 30th. July
Wednesday 13th. August
Wednesday 27th. August
Wednesday 10th. September
Wednesday 24th. September
Wednesday 8th. October
Wednesday 22nd. October
Wednesday 5th. November
Wednesday 19th. November
Wednesday 3rd. December
Wednesday 17th. December

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