

# The Tradsheet

**Journal of the Traditional Car Club**

*June / July 2016*



## EDITORIAL

Dear Members,

Finally we have had some good weather although at the coast there has been a fair degree of wind. Looking out of the window at the lodge the other evening and seeing the two foxes which seem to roam around each evening and the bats whirring overhead reminded me of a scene from the programme "Nature Watch."

We attended the rally at Sewerby Park the other week, a good turnout, excellent weather and pleased to see Tracy and Kevin there with their TR7. The next rally attended was at Wassand Hall, just outside Hornsea. First time to the place and a chance to go around the house. Several members were in attendance including Ken and Ruth Sleight with their Nissan Figaro, Harold and Maureen Platts with their 1964 Austin Cambridge and Paul and Pauline Davies with their beautiful 1955 Jaguar XK140. There were over 30 cars in total and an opportunity to walk around the gardens and visit the small café which had excellent home-made scones.

I must apologise to anyone who apparently received an e-mail from me. Apparently I was supposed to be sending emails about various websites to all and sundry. I had nothing to do with this so please note the new e-mail address scareysam.SC@gmail.com. I really can't understand the point of hacking in to an account and feel some people have some very sad lives. It makes me more wary than ever of becoming attached to this digital age. Of course we have a club website so people can see what we are about and we now have a presence on Twitter and Facebook , although I am on neither and still seem to function as a human being. How far ,we, as a Club enter the 21st Century I am unsure. If we can do more and you feel the need for this then please let us know. It has been mentioned that you may want to pay your subscriptions on line by Paypal. If this is the case then please make your feelings known to a committee member. I can see the advantages of this for some people but not for others.

The Traditional Car Club is a multi-make local Club to the Doncaster area. I personally couldn't see the advantage of anyone wanting to join us from a distance away apart from those who were once members and have moved away and still want to keep in touch with club activities. We are a relatively small club but I believe a friendly one where most people know each other. Of course, there is always room for more but I would hate us to grow so large that we lose our personal nature and cohesiveness. I have just joined the EYTCC which has over 600 members and as a newcomer it is very difficult to "infiltrate the ranks". At least with the T.C.C. we do try to welcome each new face and say generally what cars they own. New members in the EYTCC are name only with no mention of what cars they own.

I came across some interesting early Car Club newsletters the other day and a newspaper article about the beginning of the Club so please read on. There is always room for more articles So do please send me some of your rally reports and car related information. I may well ask you

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**Please have your articles for the next Tradsheet sent to the  
Editor before the end of July**

write  
arti-  
for

## Thoresby Car show, May Bank Holiday 2016

I went to the show on Fords and Japs Day instead of my usual minis and VW day because the weather looked marginally better. This is usually a very good show with 200-300 classic cars and bikes out in the sun, this time no sun, few cars. Hardly any traders this time either.

Ignoring the Focus turbos and some quite new performance Japs, not classic yet, there was a nice show of classic Fords, Cortinas, Anglias, Escorts and Capris. A small but select group of general classics were there braving the wind chill and a good few Deaf School flyers were given out.

As we know, when more than 2 classics meet, there will be friendly conversation and friendship and so it was.

Unusual car of the show, for me, was a Rover 3.5 P5b doing a snail impression with a camper built onto the back.

If you came up behind it, who would guess what would be at the front.





Thanks to Andy Campbell for this interesting article and the photographs.

### **Classic thefts**

The Classic Press have recently reported that thieves are targeting classic cars and their components and one of the latest methods is to visit car shows and plant a tracking device on your car so it can be stolen later, probably at your own address, which opens the way for them to steal other items. It seems classic Fords are a recent target.

## New members Tony and Sue Arturi write about their 1969 Morris Oxford

Tony and I moved from Southampton to West Yorkshire and this forced the sale of our much loved 1934 Ford Y in dark Blue and Black which was in concourse condition plus all the spare parts accumulated over the years. It was very impractical to travel such a long journey of more than 200 miles.

Once we were settled in our new home we decided to purchase a classic car again, being retired and having the spare time to enjoy driving and joining a vintage car club to meet new people.

We searched the internet and found a suitable car, a 1969 Morris Oxford, but it was 200 miles away near Newbury. A few days later we were towing a caravan to Southampton to visit our relatives, so we decided to view the car on our way. The country lane leading from the A34 to the Farm became very narrow and the sat nav did not fully help us, so we did have to stop and ask a nice lady with a dog for help. So much for technology.

It was in excellent condition, having been renovated at a cost of £11000.00. All receipts for every item meticulously kept. There was no further work required except the front Red leather seats needed some colour restoration. We had a test drive and was delighted how much easier it was to drive after the Ford Y.

Two weeks later we travelled back to Newbury to purchase the car and drove the 225 miles home in convoy. We managed to stay together all the way, traveling just over 50mph. It was a good test for a car aged 47 years. We have named her Winnie.

We have since spent £300.00 restoring the



**Rossington (3-day) Festival** is on from Friday 15 July to Sunday 17 July 2016.

The fairground rides and inflatables will be there the entire weekend. Some stands/stalls have booked for all 3 days some one day some two days.

On the **Friday from 5 pm to 11 pm** there will be live bands in the large marquee with a bar.

On the **Saturday from 11 am to 5 pm** is the main family event. Local groups will be performing on the stage in the marquee showcasing their skills at dance, singing, performing etc as well as all the stalls/stands/fairground/inflatable/sports etc etc etc.

On the **Saturday from 5 pm 11 pm** there will be live bands in the large marquee with the bar.

On the **Sunday from 12 noon to 5 pm** the bar will be open with fairground rides etc and stalls/stands.

There will be a small entrance fee of just £2 for the ENTIRE weekend then ALL the rides and inflatables and children's activities will be FREE.

This is our major event attracting up to 5,000 people. We get far more teenagers and older teens attending this event as we have fairground rides and inflatables to attract this age group (as well as for younger ones).

If you need any further information please let me know.

Kind Regards

Anne M Hammond

Clerk to Rossington Parish Council

Rossington Memorial Hall

McConnell Crescent

Rossington

Doncaster

DN11 0PL

Tel: 01302 864731

Rossington Parish Council

**Prerequisite of Trad men.**

Just a year ago this month a little band of enthusiasts got together in Doncaster and rang in the new— to preserve the old.

They called themselves the Traditional Car Club and today they can boast that they have retained the interest of threequarters of the people who joined them in the first year and made other strides forward in their objectives.

To be a member of the club requires some qualifications which nowadays are rather rare. One is that an applicant must own a car made before 1940, or post 1940 if on a list of acceptable models. Other proposed cars go before a vetting committee.

The other prerequisite to membership is a willingness to get one's hands dirty.

According to club chairman Mr. Ray Read some people are put off because they think the club is for the Rolls-Royce and Bentley fraternity, but this is not so.

“We recently had a group of four students from High Melton join the club and they have to be enthusiasts to be able to run cars.

“One of them runs a 1938 Austin 10,( *your present chairman*) another has a 1930 and a 1934 Austin Seven and one of the other two has two old M.G's” said Mr. Read.

But the club isn't only glad to see members with vehicles in running order. They are a rebuilding club who give help in the form of advice, literature and physical assistance.

“There are so many half rebuilt cars throughout the country which have been genuinely started and then interest has dropped off because the owners haven't had anyone to discuss their cars and problems with,” added the chairman. And the Traditional Car Club members try to see that this doesn't happen locally. They have already brought a number of cars to light which have been half re-built before interest waned and by helping the owners they have got these cars back on the road again.

This first year for the club has been one of laying foundations. Having generated the interest and started work on cars there must be a slack period with any such clubs before old models start to be completed.

**Results**

Now the “Trad men” are getting over that stage and with between 15 and 20 cars back on the road they are planning the next stage of showing the results of

Designed by Mr. Ray Read with the help of the club committee, the badge is a chrome radiator grill– a medley of a number of makes– on a black background. The club’s name is underneath and its initials on the radiator name plate.

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The Tradsheet from April 2004 contains the following information:-

|                                |                                |
|--------------------------------|--------------------------------|
| President                      | Barbara Hill                   |
| Honorary Secretary             | Geoff Belk                     |
| Honorary Treasurer             | Non Sherburn                   |
| Chairman                       | Derek Whitlam                  |
| Vice Chairman                  | Alan Kirkham                   |
| Social Secretary/Pastoral Care | Mavis Parsons                  |
| Membership Secretary           | Derek Whitlam                  |
| Archivist                      | Non Sherburn                   |
| Diane Trophy Scorer            | Non Sherburn                   |
| Tradsheet Editor               | Ken Sleight                    |
| Trophies/Chief Judge           | Neil Wasmuth/Geoff Belk        |
| Technical Information          | Des Turner                     |
| Rally Form Supply              | Jim Konstandelos               |
| Committee Members              | Alan Kirkham, Jim Konstandelos |

There is also an article from Christine Jewison about her connections “down under”. A list of useful websites and a Jaguar and Daimler Club Poem:-

Amidst the anonymous and mass-produced  
Paper-thin metal and engine tamers,  
Cruising along still so regally,  
Are peerless Jaguars and Daimlers,  
Unspoilt by the passing of the years,  
If anything enhanced by time,  
These were lovingly made by man  
Not by robots time on time on time.  
Where modern day sales and science  
Decrees a life just beyond warranty  
These masterpieces of engineering  
Are still purring effortlessly.

Seem locked into reverse gears.  
Time cannot ever dull the lustre  
Nor age dim the obvious class,  
Quality is not judged in years  
Just in the ability to surpass,  
Still head and shoulders way above  
What passes for contemporary chic  
The old ones are still roaring  
Whilst the new ones scarcely speak.

(Christine Jewison comments “This poem evokes wonderful memories of our lovely and much missed Daimler V8 250– the best old car we ever owned!”)

### What car quiz? :-

| Question                                                     | Answer |
|--------------------------------------------------------------|--------|
| 1. First class philanderer                                   | .....  |
| 2. American redhead                                          | .....  |
| 3. Useful for transport grist                                | .....  |
| 4. Sounds like a kind of swan                                | .....  |
| 5. Live the life of this one                                 | .....  |
| 6. Twenty-four hour vocalist                                 | .....  |
| 7. Tennis star’s hospital accommodation (and Queen of Spain) | .....  |
| 8. Austrian psychologist and German eagle                    | .....  |
| 9. German that might reverse                                 | .....  |
| 10. Swedish Roller                                           | .....  |
| 11. Let there be an Italian acronym                          | .....  |
| 12. Rugby player’s vehicle                                   | .....  |
| 13. Likes to roam                                            | .....  |
| 14. Swerve quickly to avoid this serpent                     | .....  |
| 15. Good crossing for a river                                | .....  |
| 16. Yorkshire river predator                                 | .....  |
| 17. Unconquered in the 30’s                                  | .....  |
| 18. God or spear from Bradford                               | .....  |
| 19. County Durham town car                                   | .....  |
| 20. Former Manchester City forward backwards                 | .....  |

## Re ; Motoring law– Speeding

Regarding the controversial speed camera plan proposed by Olly Martins. For a Police Commissioner, he should get his facts right with regards to speeding; whatever the speed limit is on a stretch of road, the law allows the motorist 10% plus 2, for instance if a motorist is travelling at 35 miles an hour he should not receive a speeding fine or driving at 77 mph on a motorway or dual carriageway he/she is allowed 79 mph. This is to allow for speedometer error and other factors that could effect a true reading i.e. tyre pressure etc.

On the 13th. March 1991 I remember Princess Anne driving at 84 mph on the M1 she got off with a warning, at the time 10% was in force but the plus 2 didn't come in for a while after. The Police Officer in Thames Valley Police who had to explain why she was not charged explained that as Princess Anne was travelling on a Motorway she was allowed 70 mph plus 10% which allows 77 mph so therefore her speed was only 7 mph above the limit.

I doubt that a member of the general public would have got off so leniently.

John Overton

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Dear Club Representative (F.V.H.B.C.)

You will be aware that the Federation launched its survey for individual enthusiasts in March as part of our update of the survey that we undertook in 2011. The 2011 survey concluded that the historic vehicle movement contributed in excess of £4 billion to the UK economy. Our current survey started with a national attitude survey which amongst other things confirmed that half of the population over 16 years old believe that our motoring heritage should be preserved and over 10% aspire to owning a historic vehicle. A survey for individual enthusiasts, researching their activities and their spending pattern was launched in March and will be open until 30 June. At the time of writing 10,000 enthusiasts have completed the survey.

We are now moving to the next stage which involves club activities and their engagement with enthusiast members.



Geoff Humphrey took these photographs of a mint condition VW camper. He says the Figaro needs some polishing.

Thanks Geoff for the photos.

## Breakfast Meet News and Pictures from Tracy Irwin



A few club members and guests from Lindholme Motor Sports Club enjoyed a breakfast meeting at The Red Hart Inn, Misterton on Saturday 16 April, we were lucky with the weather and the breakfasts were delicious. Next meeting is at the Baxter Arms Fenwick on Saturday 7 May, 10.30 am.



One of LMSCs members cars, nice VW Golf Mk1 cabriolet.

## More Breakfast meet pictures



Couple of pictures from the Red Hart Meet at Misterton for tradsheet if you like them and a little note to go with them .

Some club members took a chance with a bad weather forecast and set off for the breakfast meeting at the Red Hart in Misterton.

It turned out sunny all the way there and back and we met up with members from the Lindholme Club and had a pleasant drive and morning out. Quite a range of cars there to look at and appreciate and the breakfast was embarrassingly cheap and very nice. Baxter's Arms is always a good one but it was fun to meet up somewhere else for a change. Thanks for organising another good run out.

Andy Campbell



By: Andrew Roberts 18 April 2016

The Top Ten 'Poverty Spec' Cars

**By: Andrew Roberts**

There are often consequences arising from an office party, especially if you decided to photocopy certain parts of your anatomy and send the pictures via internal mail to the export manager. And now your punishment is to drive the automotive badge of shame along the motorways and trunk roads of the land and to be generally laughed at by Reliant three-wheeler owners. These 'poverty spec' cars were the fleet manager's last resort: the cheapest cars, devoid of optional extras, often in an earthen shade that offended all but those with the strongest constitutions. Here are our top ten entry-level unexceptionals.

### **Ford 103E Popular**

At a price of £390, including purchase tax, the Popular was the cheapest 'full size' new car on the road in the mid-late 1950s and few vehicles are its equal in terms of sheer ingenious parsimony. The list of fittings included a speedometer, seats, glass and one vacuum powered windscreen wiper (which slowed when the throttle pedal was operated). The Bakelite dashboard of the outgoing Anglia E494A was now replaced by plain metal, sun visors and a parcel shelf there were none and the extras list embraced direction indicators. A further option was a floor for the boot, otherwise your luggage had to rest on the spare wheel, and the top speed was a just-about-adequate-for-the-period 60 mph. It is often very hard to believe that the Popular was in production at the time of the Preston-by-Pass motorway being opened and the debut of the Mini but between 1953 and 1959 Ford sold over 150,000 examples to grateful drivers.

### **Standard Eight**

A lack of heater and windscreen washers were par for the course in a small car from 1953 although the "bomb crater" grille and the sliding window panes did make the Standard Eight look a tad cheap compared with the Austin A30 or the Morris Minor. But where the Eight really achieved distinction was via its solitary windshield wiper and its 'rainproof' and 'unusually large boot' that was 'an interesting feature of the new Standard'. What was even more interesting was that the Eight's 'dust sealed' luggage compartment had no external access; the rear seat had to be fold-

ed if you wanted to retrieve your suitcases. Winding glass was the province of the 1954 De Luxe and owners with a taste for the good life would have to wait until 1957 when the Gold Star version actually came with a boot lid as standard.

### Jaguar 2.4 Mk.1 'Standard'

The 2.4 'Standard' was a Jaguar without a bonnet mascot, fog lamps, folding rear armrest, heater, windscreen washers, a cigar lighter, rev counter, clock and courtesy lights. Browns Lane claimed that the Standard model 'does not carry various items which many owners prefer to dispense with or to add later according to their preferences' and the basic version was listed throughout the Mk.1's production run. However, only 14 seem to have been made and these were for internal use only. One reason could be that for a mere £50 more, 'for the motorist demanding the utmost in specification, the Special Equipment model will make instant appeal' – i.e. unless you are prepared to pay this very reasonable sum you will appear an utter cheapskate to the denizens of your local golf club. Not even fleet users such as the police took to the Standard and, somewhat unsurprisingly, none are known to survive.

### Hillman Minx 'Special'

As the story goes, 60 years ago the Gas Board placed an order for a fleet of strip-spec Minx saloons only for the deal to fall through. This left the Rootes Group with the prospect of selling a large number of Hillmans that were devoid of virtually any form of comfort. They were also all finished in a thrilling shade of brown. The solution was as brilliant as it was simple – market them as 'Minx Specials'. And they certainly were a car of distinction, from their lack of a main beam warning lamp, rear ashtrays and a water temperature gauge to their simplified dashboard and barely any chrome whatsoever. Rootes continued to offer the Special for many years and throughout the late 1950s and early 1960s it was associated with struggling commercial travellers to whom success meant a Dunn & Co suit. And finally being allotted a Minx De Luxe with its duotone seat trim.

### Renault R3

British buyers were sadly denied the R3, Renault's attempt to make the ideal car for those consumers who regarded the R4 as just too comfortable. Thus, the C-pillar window was replaced by sheet metal, the front bumper was essentially a tube and the paint choices ranged from the dynamic 'Pyramid Gris' to the ever-popular 'Pyramid Gris'. The engine was a 603cc unit, as opposed to the 747cc R4 engine, which meant the R3 occupied a low 3CV tax bracket, and inside the

## **Austin A110 Westminster Mk.2 'Standard'**

Chiefly recognisable via their mesh radiator grille and lack of chrome trim, the standard models offered single speed wipers, a metal dashboard, no clock, no cigar lighter, rubber floor mats, seats trimmed in plastic and devoid of armrests and one sun visor. Few examples were sold to private individuals as this big Austin was primarily aimed at the hire car/County Constabulary markets; the archives of Essex and Hampshire police contain many pictures of such A110s on patrol. Few examples of the A110 Standard still exist, partially due to those individuals who think that *The Wicker Man* is public information film (i.e. banger racers) and also because of its price. There may have been a £115 saving over the price of the De Luxe model but the basic Westminster still cost as much as the far better appointed PB-series Vauxhall Cresta and a Ford Zodiac Mk.III.

## **Vauxhall Chevette ES**

Some cars attempt to hide their poverty-specifications but this Chevette is one of the very few cars to wear its status with pride. By 1980 standards, the trim of the ES was not at all bad with its carpeted floor and two speed wipers (although a heated rear screen, backrest adjustment for the front seats and a second sun visor were clearly not on the menu) and its most notable aspect was its badging. Be it in hatchback or saloon form there was always those bold black letters (which stood for 'Economy Special') on the boot lid. As a method of proclaiming a Chevette's level of standard equipment this was about as subtle as emblazoning the word 'Pauper' in neon lettering on the sides. ES drivers were known to only approach Little Chef car parks after dark in order to avoid potential social disgrace.

## **Rover 2300 SD1**

There is a fine art to the marketing of an entry level version of a fairly prestigious model and it is one that apparently eluded British Leyland in 1977. The various distinguishing features of the 2300, from the lack of a nearside door mirror and the lack of carpeting on the boot floor to the instrument panel that was denuded of its tachometer and oil pressure gauge, all combined to present a clear message to other drivers. Unfortunately, this took the form of making anyone who took the wheel appear to be either a very junior executive or one who had really annoyed their fleet manager. Power steering was extra, electric windows were not even an option and in 1978 the entry level SD1 must reminded not a few motorists of a certain sketch on *The Frost Report*. If the 3500 was John Cleese and the 2600 Ronnie Barker, then the 2300 was Ronnie Corbett. 'I know my place...'

## **Renault 5L**

This was a car that was so low in the 5 hierarchy that sometimes Renault did not even display its picture in the all-model brochure, such was its lack of status. The TL was not exactly the last word in decadence so it was initially difficult to wonder how it could be made any less luxurious but La Regie was equal to the challenge. After all, had they not previously manufactured the R3 and the 5L was certainly a car in that tradition. Power was from the 4's 782cc engine (although UK models had the 845cc plant), front brakes were drums rather than discs and the cabin featured a dashboard mounted gear change and fixed backrests on the front seats. Examples of the L do occasionally surface in the British classic world, and to see any example at a car show is to be reminded that they are now far rarer than any Alpine or Gordini.

## **Ford Fiesta Popular Mk.1**

The Popular was essentially the base spec model bearing a revived badge from the 1950s and giving a 1979-vintage Ford enthusiast a saving of £300. Exactly how Ford managed to achieve this sum – a not considerable one to a driver on a strict budget – was immediately apparent on entering the Popular and settling yourself on seats finished in the finest vinyl trim available to humanity. A dipping rear view mirror, a passenger sun visor, reclining front backrests and door pockets – all of these were totally absent. The washers were operated by a foot pump, the rear hatch lacked both a heated rear screen and a windscreen wiper while a reversing lamp was an extra. Naturally there was a slick sales campaign for the Popular, including this rather clever television commercial that tries to convince viewers that here was a car for upwardly mobile urban-









# Dry Land Regatta & Family Fun Day



**Wickersley School & Sports College**

**Bawtry Road, Wickersley**

**Saturday 9<sup>th</sup> July 2016 12:00pm – 5:30pm**

Last years event footfall was over 2,000 this year we expect it to be significantly bigger. Standard pitch £25 larger areas available on request. All monies raised will be used for local good causes.

## Attractions Include

|                         |                                 |
|-------------------------|---------------------------------|
| Wacky Boat Races        | Rotherham United NCS            |
| Hog Roast               | Stage With Live Music           |
| Fun Fair                | Anston Male Voice Choir         |
| Beer Tent               | Bramley Brass Band              |
| Tea & Cakes             | South Yorkshire Fire and Rescue |
| Stalls                  | Birds of Pray                   |
| Classic Bikes           |                                 |
| Safer Roads Partnership |                                 |

Any members who would like to attend the above event are most welcome

Saturday 9th July 2016

12:00pm – 5:30pm

Entrance on the Day Adults £1 Children 50p

[WWW.DryLandRegatta.com](http://WWW.DryLandRegatta.com)

## **For Sale 1994 Daimler XJ6 (XJ40)**

4.0L straight 6 with ZF auto gearbox (J-gate selector for manual override). Solent Blue with oatmeal leather, burr walnut dash, door finishers, and picnic tables. Heated front seats & heated front and rear screens. Rear blinds. Factory sunroof. Air con (refurbished 2015 with new condenser/radiator). Immobiliser. Aero style alloys. 5 new tyres. FSH (stamped). Large history file during my ownership with receipts and costs. Much spent on this future classic. £3500 ovno. VGC but not

## **Facebook Community and Group pages**

We currently have two pages for the car club.

The main page is a public 'community' page with 305

'Likes' ([www.facebook.com/TheTraditionalCarClubOfDoncaster](http://www.facebook.com/TheTraditionalCarClubOfDoncaster))

Anyone can find it and click 'Like' to follow what goes on there. At the moment anyone can post on the page (though only admin posts show up on the main wall), anyone can reply to posts. Events posted by this page show as being hosted by the page/club and posts I make as admin also show as being posted by the page. This group is best for promoting the group and events that the group holds. It has a wide reach and when an event such the Doncaster Classic Car and Bike Show is shared, it can reach a very large number of people. Last year 4'286 clicked to say they were going, 1'978 were invited and a further 361 clicked to say they were interested. This means that at least 6'625 people actively engaged with the event page. Of course most events won't attract anywhere near that amount of interest, but it goes to show what a useful tool it can be.

The second group has 20 members ([www.facebook.com/groups/traditionalcarclubofdoncaster](http://www.facebook.com/groups/traditionalcarclubofdoncaster)).

This one is a closed group which means anyone can find it but only those who have joined the group can see the posts. Once joined anyone can post, add photos and videos. It is good for chatting and being social, affords some privacy, but is no good for promotion.

If any of you would like to join us in either or both groups, come along, the

## **Forthcoming events 2016**

### **June 11 Breakfast Meet, Baxters Arms, Fenwick nr Doncaster DN6 0HA from 10.30am**

June 11 Braithwell Church & Country Fair, Ruddle Centre, Doncaster Road

June 11-12 Tractorfest, Newby Hall (YVA)

June 12 Locke Park Concours, Barnsley (YTCC)

June 12 Rover Yorks Rally, Oakwell Hall, Birstall

June 12 Sprotborough event 1-4pm

June 14 (Tue) Wetherby Classic Car Club Concours Night, Bridge Inn, Walshford, Wetherby from 6pm

### **June 18-19 Vintage Vehicle & Steam Show, Doncaster Deaf Trust**

June 19 Farming Museum, Murton, York (NECPWA)

June 19 Yorks Post Fathers Day Rally, Castle Howard. Karen Goodridge Cross 0113 238 8201

### **June 19 Brodsworth Hall (EH)**

June 19 West Yorks Branch Rally, Kirklees Light Railway, Clayton West nr Huddersfield (MMOC)

June 26 Sledmere House Rally (NECPWA)

June 26 Horbury Show

July 1 (Fri) Fleur de Lys Rally, Thornes Park, Wakefield

### **July 2 Tickhill Gala**

### **July 2 Harworth Classic family day**

July 2 Misterton Village Gala, Foxcovert Lane DN10 4ER 12-6pm, £2

July 2-3 Winterton Agricultural Show

July 3 Wortley Hall (Wortley Rotary)

July 3 Brinsworth Gala

### **July 3 Doncaster Classic Car & Bike Show, Deaf College (DT)**

### **July 9 Wroot Feast from 12MD cars in place by 11am 01302 771277**

July 10 Heath Common Transport Rally nr Wakefield

July 10 Harley Classics & Gala near Wentworth, Rotherham

July 13 Sheffield P4 and Sheffield Morris Minor Club Rally, The Waverley, Brinsworth Rd, Catcliffe nea Rotherham from 4pm

### **July 16 Rossington Fun Day**

July 16-17 Ackworth Steam Rally  
 July 17 Crowle Show  
 July 17 Newby Hall Rally (NECPWA)  
 July 21 Mid season car meet, Carding Shed near Holmfirth from 4pm  
 July 23 Summer Fair, Walkers Nurseries, Blaxton  
 July 24 Ripon Classic Car Gathering, Ripon Racecourse (Ripon Old Cars)  
**July 31 Sandtoft Gathering, Trolleybus Museum**  
 Aug 7 Classics on the Moor, Sheffield  
 Aug 7 Wentworth Castle Rally, Stainborough, Barnsley  
**Aug 14 Picnic at Teresa's from 11am**  
 Aug 14 Driffield Vintage Rally  
 Aug 14 Elsham Hall (LLMC)  
 Aug 14 Locke Park Gala, Barnsley (YTCC)  
**Aug 20 Auckley Show, jtu**  
**Aug 20-21 Waterside Festival, Stanilands, Thorne**  
 Aug 21 Burley Classic Vehicle Show  
**Aug 21 Brodsworth Hall (EYTCC)**  
 Aug 21 Thwaite Mills Rally (NECPWA)  
 Aug 27 Pocklington (NECPWA)  
 Aug 28 Ripon Autumn Classic Show (MW)  
 Aug 28 Brooklands Nurseries, Scholes, Holmfirth  
**Aug 29 Epworth Show (DT)**  
 Sept 3-4 Harewood House Steam Rally (OS)  
 Sept 4 JEC Rally, Ripley Castle, Harrogate  
 Sept 4 Kirklees Light Railway (YTCC)  
 Sept 10 End of season car meet, Carding Shed near Holmfirth from 4pm  
 Sept 11 Rotherham Show, Clifton Park  
 Sept 11 South Yorks Transport Rally, South Yorks Transport Museum, Aldwarke, Rotherham  
 Sept 11 Otley Vintage Transport Extravaganza  
 Sept 11 Waltham Windmill (LLMC)  
 Sept 17-18 Vintage Rally, Farmer Copleys, Pontefract Road, Purston (NVTEC)  
 Sept 18 York Historic Vehicle Group Rally, Knavesmire, York Racecourse  
 Sept 18 Festival of the Plough, High Burnham, Epworth 01724 710387  
 Sept 25 National Coal Mining Museum nr Wakefield (NECPWA)  
 Sept 25-26 Crowle Wartime Weekend  
 Oct 1 Sturton by Stow (LLMC)  
 Oct 2 Crow Nest Park, Dewsbury (YTCC)  
 Oct 16 Isle of Axholme Running Day, Sandtoft Trolleybus Museum  
 Nov 13 Dewsbury Bus Museum Open Day

The above list is edited – for a more comprehensive version, refer to the information folder.



## Traditional Car Club - Regalia



Please order from Brian Close or Olive Molyneux

01405 764953 or 01302 884461

### **JOIN THE MEN IN COLOUR AND LADIES TOO**

Key Fobs £1.50

Lapel Badge £1.50



**Now in a  
variety of  
colours**

Fleece £20

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“1909 to 1980”.  
Inlet & Exhaust Valves & Guides, Valve Spring Sets, Engine  
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John Davis, Beltoft House, BELTOFT, North Lincs, DN9 1NE  
E-MAIL: johndavis.vintage@btinternet.com

**SPECIAL OFFER TO CLUB MEMBERS - 10% DISCOUNT ON ALL  
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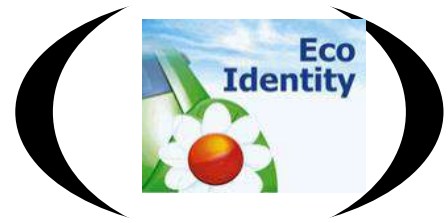
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# N k Autostyle

## PAINT AND BODY SHOP



**N k Autostyle  
welcomes all makes  
and models of motor  
vehicles, modern and**

We accept all vintage and classic car restoration projects.

**WE ARE OPEN 6 DAYS A WEEK  
FROM**

Our estimates are free and without obligation. If possible, we prefer you to bring your car to our workshop so we can assess it in detail face to face and discuss your requirements.

But if this is not possible we can also arrange to come out and view your vehicle from the

***N K Autostyle***

**Unit 1,  
Willow Garth Farm  
Hatfield Road  
Hatfield  
DN7 6EN**

**Phone: 01405 812389**

**E-mail: [nkstylingareno1@aol.com](mailto:nkstylingareno1@aol.com)**



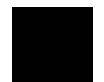
N K Autostyle is a friendly body shop.

We carry out all aspects of repair work from full restoration projects to small dints and scratches.

We can fix, repair, weld and straighten just about any panel on your car to meet your requirements.

We can restore your classic car to look as good as she did back when she was first manufactured or we could even incorporate modern features into your body work, are return it to you in tip top condition.

We are small enough to offer a friendly personalized service yet large enough to be able to offer the vast majority of the needed restoration skills in house.



**Club evenings for 2016**

**Please put these dates in your Diary for 2016**

Wednesday June 8th

Wednesday June 22nd

Wednesday July 6th

Wednesday July 20th

Wednesday August 3rd

Wednesday August 17th

Wednesday August 31st

Wednesday September 14th

Wednesday September 28th

Wednesday October 12th

Wednesday October 26th

Wednesday November 9th

Wednesday November 23rd

**Wednesday December 7th Christmas Dinner**



# **DN1 Classic Car Storage**

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- **Access by Appointment**
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