

The Tradsheet

Journal of the Traditional Car Club

October / November 2016



EDITORIAL

Dear Members,

Welcome to the October/November edition of the Tradsheet and I hope you enjoy browsing through the pages. Included in this edition is information about our away weekend in May, the 12th-14th 2017 and I hope you will be able to join us for what I am sure will be a very enjoyable experience and a weekend which combines our enjoyment of motoring and also plenty of retail therapy. I have negotiated very good deals throughout the weekend and to be able to offer some extra benefits then I now need numbers of people who would like to come and are able to. Of course, if you cannot join us on the Friday evening in Hull then you are welcome to participate on any of the days, just let me know a.s.a.p. Like most of these events you have to book in plenty of time. Wassand Hall are opening especially for us, and I have already obtained permission from other sites so we can have exclusive parking for our club and reduced prices. Come on, join us on this special Anniversary Jubilee weekend away. I have provisionally booked 10 double rooms at the Holiday Inn which overlooks the Marina in Hull, a close walk to many interesting sites and venues. It would be great to have the opportunity to book more, but we need to decide now. The cost is £42.50 p.p. for B & B with dinner, a 3 course meal, for £10 p.p. Rooms are based on double occupancy i.e. £105 for dinner, bed and breakfast for two, or £85 for the room, B & B included without dinner. Please let me know a.s.a.p. what you decide. There is further information on page 4. For those interested you will need to quote the code NKC when you book directly with the hotel 01482 386340.

We have had some very good Breakfast Meets and Club nights with a good turnout of members and their cars. Thanks to those who helped push my latest acquisition a 1953 Ford Prefect which has been laid up for several years and made the trip to Hornsea, only boiling up once. This is my winter project to finish off but not sure whether I will keep with 6 volts or change to 12? Any comments?

Don't forget our Autumn Closer which is on October 9th. and departs from Markham Grange Nurseries. Breakfast will be available from 9.00 a.m. and departure around 10.15 a.m.

Thanks to all those contributors of editorial material for this Tradsheet, if you have never written an article then please consider doing so for the next issue.

I am looking forward to our Golden Jubilee Year next year. 50 years of the Traditional Car Club is certainly a milestone and I hope that we will be able to celebrate it appropriately. Don't forget that Club memberships will need to be renewed at the end of January and I will be dealing once more with all memberships. Please **do not** send cheques to Christine but to myself and made out to **The Traditional Car Club of Doncaster**. I see no reason why we should increase our membership so £15 will do nicely thankyou !

Owston Park Lodge has had new managers and owners several times since we moved our Meetings to this venue and is once again under new management. Our existing arrangements

Please have your articles for the next Tradsheet sent to the

will
re-

Editor before the end of November



Traditional Car Club Anniversary



Golden Jubilee Spring tour 12-14th. May 2017

Friday 12th. May

Meet in own time at the Holiday Inn Hull Marina Hotel Dinner 7.00 p.m. for 7.30 p.m. After dinner there will be an opportunity to walk to Ye Olde White Harte, in the old town of Hull, built 1550 complete with oak panelling, inglenook fireplaces and real ale, for a celebratory drink.

Saturday 13th May

After breakfast we take a short run to the Hull Streetlife Museum where we have special permission to display our cars at the front of the museum. This is a fascinating museum with a transport theme, situated in the heart of Hull Old Town. From there we take a scenic drive to the Spring Garden Centre at Sigglesthorne for lunch with free time for shopping.

After this we take a scenic drive through the countryside via Skipsea to Mr. Moos ice-cream parlour for afternoon refreshments at this popular farm. We then take another scenic drive back to Hull and our Hotel.

Sunday 14th. May

Scenic drive after breakfast to Withernsea Lighthouse and Kay Kendal Museum. Kay was born in Withernsea and is well known for her role in Genevieve. We then run along the coast to Hornsea Freeport for shopping and refreshments if required. There will be some free time to spend in Hornsea, known as Lakeland by the Sea. There will be opportunity to visit Hornsea Mere, Yorkshire's largest freshwater lake, and the sea-side town of Hornsea for fish and chips.

After lunch we will congregate at the Chairman's lodge before setting off for a short drive to Wassand Hall where we are booked in for a tour around this period house and an opportunity to partake of their famous cream teas.

Following our refreshments here we will then depart for our respective homes. The cost of the hotel including Dinner, Bed and Breakfast will be £105 per night per room (two people per room). Any other expenses such as admission charges will be notified well in advance but these may well be subsidised from club funds.

Next year Kingston-upon-Hull will have the accolade of City of Culture and rooms at the hotel are limited. If you are interested in joining this event then please let me know as soon as possible. I will give you a code which will allow you a discount and bookings for

The first motor museums.

Progress in the early days of motoring was so rapid that as early as 1903 the Honourable C.S.Rolls was displaying a Panhard which had run in the 1896 Paris-Marseilles Race as a “relic of the past.” Not long after that, that famous pioneer motorist, Montague Grahame-White, was driving to Marseilles in a 90 hp Mercedes owned by James Gordon Bennett when he stopped at a café on the outskirts of Toulon run by a retired P & O captain named Tom Turner, brother of Rowney Turner who had brought the first cycle to Coventry in 1868. Tom Turner had invested his life savings in the café which had a two acre property attached: on this land stood a chapel, once used by local fishermen, which he had converted in to a workshop and garage for his collection of early motor-cycles and cars. These included a twin cylinder horizontal-engine air-cooled Leon Bollee, claimed to be one of only three built in 1898 and the tubular framed Gobron-Brillie 120 hp racing car specially built for the American sportsman, Burton, to compete in the Coupe de l’Esterel in 1904. Though the car had covered a kilometre at a speed of 94.3 mph, it was unreliable, as “excessive elimination of weight without due regard to strength brought out the failure of an extremely fast competitor in racing events.” Turner also had a collection of early pedal cycles and car engines, the latter including an 1895 41/2 Panhard engine which had been sectioned to reveal its working parts.

Others, it seems were not interested in acquiring early cars; there was a curious tombola at the 1902 Paris Salon in which the first prize was an 1896 Panhard, with a second prize a De Dion voiturette “not of the newest vintage”. Thereafter the prizes “fell by easy stages through fur motoring coats etc to a tyre pump.” Though the tombola apparently contributed to the record attendance at the show, no one came forward to claim either of the cars. After 48 hours had elapsed, they were auctioned for charity, and *The Autocar* wondered whether “some unconscious English visitors, unable to read French, had won these valuable prizes.”

The first public exhibition of early motor cars took place at the 1907 Paris Salon. As this was the tenth International Automobile Exposition organised by the Automobile Club of France in Paris, the organisers of the Salon mounted a retrospective exhibition of historic vehicles. They also noted that of all the exhibitors at the Salon that year only ten had shown at every Salon since 1897. These were; De Dietrich; De Dion Bouton; Delahaye; Decauville; Compagnie Francaise des Voitures Automobile; Krieger; Mors; Panhard & Levassor; Peugeot and Rochet Schneider. Some of the vehicles which the Salon’s organisers brought together have survived in French museums; but never before or since had such an outstanding collection of historic vehicles been gathered under one roof, in this case the Invalides annexe to the Grand Palais Exhibition Hall. The list of exhibits is worth repeating for it included virtually every significant vehicle produced during the formative years of the French motor industry, at a time when it led the world:

1770 Cugnot Steam Carriage (belonging to the Conservatoire des Arts et Metiers)

1878– Steam Carriage La Mancelle (belonging to M. Amedee Bollee, pere)

1885– Steam Tricycle (belonging to De Dion Bouton)

1889– Serpollet Steam Car (belonging to M Letoile)
 1890 Steam Carriage (belonging to MM Suet freres)
 1891 Serpollet car (belonging to M Collette)
 1892– Panhard & Levassor (belonging to M Martineau); Panhard & Levassor car (belonging to L'Auto-Palace); Daimler car (belonging to the Daimler Co.)
 1893– Steam drag (belonging to the De Dion Bouton Company); Barras Steam Tricycle (belonging to Dr. Bommaer).
 1895– Peugeot Paris-Bordeaux-Paris car (belonging to les Fils de Peugeot freres); Jenatzy electric car, built by the Compagnie Internationale des Transports Automobiles (belonging to M Gime); Daimler car (belonging to the Daimler Co.)
 1896– Electric carriage (belonging to M. Darracq); Panhard & Levassor cab (belonging to M Deutsch de la Meurthe)
 1897– Delahaye (belonging to Dr. Nitot); Landry et Beyroux car (belonging to Madame Barbereau-Bergeon); Fouillaron voiturette (belonging to M Fafiotte); Berliet car (belonging to M. Berliet); Troika car, built on Daniel Auge's system (belonging to MM Niclausse); Panhard & Levassor car (belonging to Dr Darsonval); Delahaye voiturette (belonging to the Duchess d'Uzes).
 1898– First Renault voiturette (belonging to Renault freres); Monnard Electric Carriage (belonging to M Cottenet); Jeantaud electric car (belonging to Michelin); Amedee Bollee car (belonging to Count Bertier de Sauvigny); Hurtu car (belonging to Madame Raimond); Electric car *La Jamais Contente* (belonging to M Jenatzy); first Bardon car (belonging to M Bardon)
 1898– Gobron Brillie car (belonging to M. Chavalier); Vallee racing car *La Pantoufle* (belonging to Dr Lehwiss)
 1900– Petit Coupe Renault (belonging to M Raffard); De Dietrich (belonging to Baron de Turckheim); Berliet car (belonging to M Berliet); Georges Richard car (belonging to M Georges Richard);
 1901 Renault Paris-Bordeaux car (belonging to M Baliman); Renault Paris-Berlin car (belonging to M Coucurte); Mors Paris-Berlin car (belonging to M. Mors)
 1902– Darracq Paris-Vienna car (belonging to M. Darracq)
 1903– Mors Paris-Madrid car (belonging to M. Mors)
 1904 -Brasier Gordon Bennett Cup car (belonging to M de Gosselin)
 1905– Brasier Gordon-Bennett cup car (belonging to Count Soldatencow).

The next step to the establishment of an old car museum came in April 1909 when Colonel H.C.L.Holden, the designer of Brooklands, wrote to the motoring press seeking eligible vehicles for “an Exhibit of Historical Motorcars which were constructed prior to the end of 1903.” These were to be displayed at the Imperial International Exhibition which was to be opened in the middle of May at the Great White City, at Shepherd's Bush, London. The display was to remain open until the end of October.

Holden wrote:- “In the whole history of engineering nothing has been so striking as the rapidity

CCHL M.G. Specialists– Hull

California Classics (Hull) Ltd as its name implies deals with all makes of Classic Cars, however they predominantly specialise in the rebuilding and restoration of M.G's. Most of their work comes from the south of England and from abroad and Simon Lucas was the accommodating man I interviewed for this article. They frequently obtain heritage body shells and then build the cars up to the customers own specifications. They also will check over cars and value and appraise them, for clients, prior to purchase, and of course can help with any export or import transportation matters. Whilst I was there there were several other cars in the showroom up for sale or being prepared for their new owners. These included a 2 door Morris Minor saloon, a Rover 90, a 1989 V12 XJS, a 1973/4 M.G. Midget, a very nice 1935 M.G. V.A tourer and a Hillman Super Minx Saloon. Also undergoing preparation was an Austin Healey Sprite registration 117 DAU in powder blue. That got me thinking as I used to own an Austin Healey Sprite but mine was bright yellow but the registration seemed familiar. Delving back in to my old photographs, sure enough, was a photograph of exactly the same car which I had owned in the mid 1970's !

CCHL have a large selection of new and second-hand parts, have full bodyshop facilities and are capable of accident repairs, servicing and mechanical repairs and offer a world-wide mail order service.

In order to restore an M.G. then a process is undertaken. First the entire surface of the car is prepared. This includes inspecting and correcting door gaps, boot and bonnet lines. Even under the bonnet and inside the boot are attended to. Only when they are satisfied is the car painted. After this a tough and resilient coating is applied to the whole underbody for long lasting protection and the chassis sections are independently Waxoyled giving the vehicle a total inside and out protective coating that will last for years to come. A new wiring harness is then carefully installed.

All new brake discs are fitted along with re-conditioned callipers, pads and shoes. New copper brake pipes and flexible pipes are installed and are complemented by a new brake master cylinder and new rear wheel cylinders. The clutch master cylinder is also new, along with the clutch Slave cylinder and associated pipework. The reconditioned kingpins are assembled to the cross member with re-conditioned shock absorbers and the new steering rack is complete with track rod ends. All new bushes are used along with new lower suspension pans. New link bars and rear axle straps are fitted and a new fuel tank and sender unit is installed.

The engine and gearbox are fully reconditioned, along with reconditioned carburettors and distributor. The rear axle is reconditioned and new springs and U-bolts are fitted as well as new rubber mounting bushes. A reconditioned alternator, fan belt and starter is fitted, new air and oil filters are installed with fresh oil. New clutch pressure plate, friction plate and release bearing are fitted. The engine and gearbox fits on new flexible mountings and is connected to a new radiator by new rubber hoses. The propshaft is fitted with new universal joints. A new water pump is fitted together with a new thermostat. New clips and fuel hoses are fitted and the new fuel pump feeds through a new fuel filter. A new battery is fitted together with new battery connectors and a new earth lead to both the battery and the engine itself.

Assemblies and seals. Wiper blades and arms, fuel filler cap, door locks and gear lever knob are all fitted new and are followed by five wire wheels and tyres.

The interior has new carpet sections to the floor and tunnel sections, the quarter lights are fitted with new rubber seals and a new windscreen laminated glass is fitted along with a new surround and base seal. Two “P” strips are fitted to the windscreen frame, the doors are assembled and fitted with new panels as are the front and rear sides and the back section. A new crash pad is fitted, as well as new furflex inner door linings. The dashboard is assembled and new heater control cables are fitted with a new indicator switch. A new speedometer cable is installed together with a new steering wheel. New fully retractable seat belts are fitted along with arm rests, hood tennax fittings and a new hood and frame. The doors are assembled and finished with new door cappings. The whole car is then checked and re-checked and final adjustments are made before an independent inspection is carried out by a respected professional engineer.

The vehicle is then presented to the Ministry of Transport Testing Authority for the final examination before registration and road testing begins.

After all this has been carried out and a multitude of minor adjustments, tests and verification procedures have been undertaken, the owner is presented with the keys, a photographic history of the assembly, a 12 month warranty and a 12 month recovery scheme. A jack and wheel brace are placed in the boot and the hand over and explanations of living with a beautiful MG now begin.

As their advertising states,

“ For many, many years we have been building MG’s for the public and Trade. We have gained a reputation for superb restorations with many satisfied customers both in the UK and abroad. As with anyone who has searched for a classic MG, you will probably be aware of the potential pitfalls and badly restored examples that are lurking out there so we have put together a rebuild scheme. Which offers you the ability to have control over the final specification.

As each car is individually restored to a specific requirement you will in no doubt have the car of your dreams with any additional extras you may require.”

For further details or information please contact Simon Lucas.

California Classics (Hull) Ltd

Unit 1, 29 Bankside

Hull, East Yorkshire

HU5 1SY

Website:- www.cchl.co.uk

Haynes International Motor Museum

Sunday 26 June 2016

We called in at Haynes Motor Museum whilst en route to our campsite in Bridport, Nr Dorset. We were only limited to a couple of hours due to time and the distance we had yet to travel but it was well worth it and a pleasant way in which to break our journey. The collection is housed in a modern looking building and has an eclectic mix of cars from all around the world split into different halls. There are halls housing racing cars through the ages, veteran and vintage, mini and micro cars, scooters, motorcycles, American cars to name but a few. There is even a hall (called the Red Room) which was full of different marques of cars but they were all red, very impressive. Café 750 is just at the entrance and we enjoyed a nice coffee and cake, a little on the pricey side, but good nonetheless. The museum boasts around 400 cars on display, we only had a limited time but you can easily spend a day or half a day, depending on how much you want to see. There is something for everyone at this museum including families - the museum has a good education centre and for younger



Kevin & Tracy

Haynes International
Motor Museum
Sparkford, Yeovil,
Somerset BA22 7LH
www.haynesmotormuseum.com





Shell Petrol Station, Balby Road, Doncaster

At very short notice the club was asked to take some cars along as an attraction for their open day. Three cars made the effort and were made very welcome. There was coffee and cakes, sausage rolls biscuits and soft drinks provided for anyone who came for petrol. Two of the staff dressed up in costume and handed out sweets to anyone who wanted them. Inside the shop in front of the counter was an N-gauge railway. I enjoyed the afternoon and



Walkers Nurseries invite to the Trad. Car Club.



had excellent company. Articles from Geoff Humphrey Wow, what a beautiful day ! Sun blazing down and the music from the old steam organ. 8 Cars attended but only four from the Club, rather disappointing. Having a walk around the centre and followed by a display of a very large owl flying around. The gardens were superb and the only thing I



Members News



David Milleau standing proudly by his Bentley Arnage, his latest toy. Seen at the Humber Bridge Classic Car Show.

Tamm looking at the Car Club notice Board wondering if there is anyone in the Club who would like to update this display board with present members cars. It is so out of date and desperately needs a make over. Please see Barry Wilkinson or



Club Night August 17th, another excellent turnout



Cars for sale



1994 Daimler XJ6 (XJ40)

Large history file , V.G.C. Solent Blue with Oatmeal Leather

£3500 o.n.o. Contact Rodger Trehearn

01226 390184 after midday.

1937/8 Austin Cambridge four door saloon. For sale at the garage down Barnby Dun Road which used to be Cawkwells. Good condition, running. Contact Darryl Hicken 01302 849045 mobile:- 07784426543, looking for around £6500-6000



Dave Evans has for sale a 1982 Leyland Mini HLE Auto.

Please contact him on 07837200785 for Further information.

Crowle Show Sunday 17th July 2016

The sun shone for us this year at the 119th Crowle show, a nice reward as the weather has been poor in previous years. Crowle is a much smaller show compared to its larger neighbours Messingham and Epworth. However, it is still a good event with a full programme of various displays such as side saddle riders, polo display, cattle, produce and craft tent, dog and ducks show, tug of war, wrestling, ridden pony classes and showjumping to name but a few. The highlight of the day was the Stannage Stunt team who wowed the crowd with their daredevil display. A good turnout of members from the Traditional Car Club and Trevor Rodgers won a prize for his MG TC. A thoroughly enjoyable day, date of next year's show is 16th July 2017, make it a date for your diary.



Spring Tour 12-14th. May 2017

Please book your room directly with the hotel quoting reference

NKC

Holiday Inn Hull Marina

And mention the Traditional Car Club Spring Tour

01482 386340

Classic Car Services Database

Tracy Irwin has been thinking about whether it would be a good idea to compile a list/database of recommended suppliers / garages for the benefit of the members. I am sure that our members, like we have, over the years, through both good and bad experiences, have built up a good network of recommended people who are reliable and provide good service for their chosen classic vehicle. I think this would prove invaluable to the members especially those people new to classic car ownership, which, can quite frankly be a minefield when it comes to finding someone trustworthy who will do a good job.

This was done years ago but like most things needs to be updated. So let's have information about what people/services YOU can recommend so we can do another updated version of useful services, people, contact numbers, websites etc.

Once more ***The Traditional Car Club*** is mentioned in the F.B.H.V.C. Club news.

“Tongue firmly in cheek, the Traditional Car Club has published a list of the top ten poverty spec. cars. The specifications make hilarious reading.”

Car Club Calendars for 2017 are now available from Teresa £5 each

£81 made for Club funds from Summer Raffle

thanks to all those who donated prizes.

Christine Jewison has once more been in hospital, this time for a blood transfusion, and is looking forward to going back home to warm up. She has lost a lot of weight and would much prefer to be at home. She still awaits to see a doctor today (Saturday 3rd. September 4.00 p.m.) and was just helped back in to bed to try to warm up. We wish her all good wishes for a speedy recovery.



Matthewsons Classic Car Auctions on Saturday 3rd. September included this 1938 Austin Cambridge Saloon Registration No. FAE 784 At the top centre of the windscreen is a Traditional Car Club sticker. Anyone know who owned the car and its recent history?

Christine Jewison would like to thank all those who have sent good wishes and cards whilst she has been unwell. She continues to make progress but has a long way to go.

The Scarborough Fair (& Transport) Collection

By Keith Kitching

Some members with a good memory may have read the stories of my days working (and playing) in transport in Darlington and Scarborough, as well as other bus and coach related articles which I wrote and were published in the Vintage Roadscene magazine between 2010 and 2012 (I am waiting to have them published in book form).

After donkey's years of owning and showing classic cars, for the last eleven years my wife Chris and I have enjoyed owning RHN 548 a 1952 Austin/Plaxton 14 seater Scott's Greys coach and our home is at Scarborough. Storage for an owner of any classic commercial vehicle is always a problem and after ten years of storing our little coach at a friend's farm he informed me that he was retiring and selling up. For a couple of months I was panicking and I even thought I might have to sell the Austin until I took part in a local radio appeal for a 'shed' to keep it in and a certain Mr Graham Atkinson rang me to say that I could put it in one of his farm sheds. He doesn't normally store vehicles and it was a very nice gesture. I am a transport enthusiast the same as all vintage vehicle club members are and just down the road from where I live is a privately owned museum collection which I think would have an interest for all of you. It is called the Scarborough Faire Collection and just happens to be owned by the same Graham Atkinson and those of you who have never heard of it will be surprised at what you will read about this hidden gem on the North Yorkshire coast. This unique museum once won an industry award for being a 'hidden gem' and it still is! I am trying to repay Graham's kindness to me in the only way I know how, which is to make other enthusiasts aware of his museum collection which is more or less on their own doorstep.

If you are travelling on the A165 between Scarborough and Filey, you can't fail to notice the various Caravan Sites and Holiday Parks along the seven mile route. One of the larger ones which is situated just over four miles south of Scarborough and accessed from the roundabout beside the Plough Inn and the Filey Service Station is the family owned Flower of May Holiday Park. Completely separate to it, although set in the same scenic grounds you will find The Scarborough Fair (& Transport) Collection museum and both are well signed from the main road.

The Atkinsons are a local farming family who own several Holiday Parks around the area and for one member of this family, Graham Atkinson, old Fairground Organs, Traction Engines and anything vintage have always been the loves of his life. However Graham wasn't aware until a few years ago just how his affection for steam and vintage mechanical things would eventually turn into a collection which is now one of the largest of its type in Europe.

Graham Atkinson is well known throughout the world of Vintage Fairground attractions, as well as at Steam Fairs across the country for his immaculately turned out Traction Engines and Mechanical Organs. He is also known and well respected locally for his charity fundraising, using his Showman's Engines and Mechanical Organs to help raise money for a good cause. To have one of the Mechanical Organs playing carols in Scarborough's town centre at Christmas is magical.

When the opportunity to purchase the most famous Showman's Engine of them all, 'The Iron Maiden' came Graham's way this proved to be irresistible. The Scarborough Fair Collection is a name which was soon to become well known to vintage fairground enthusiasts throughout the world. Graham continued to purchase exhibits for his collection and a new storage building completely separate and away from the holiday complex was built to house them in. Soon his collection had grown to such a size with a mix of all sorts of exhibits that it could become part of a new heritage and entertainment venue in its own right. To bring the story up to date, the collection is housed in three large interconnecting buildings and is still expanding with more exhibits



What started out as a collection of fairground exhibits has now a feel of a 1st class Transport Museum as well. The collection is looked after by a small team of museum staff who are assisted by a band of dedicated enthusiastic volunteers.

Graham has collected and still is collecting Vintage Fairground attractions and rides, Classic and Vintage Commercial Vehicles, Tractors, Cars, Motorcycles and Motoring Memorabilia. Various size scale working models and even a Miniature Railway steam locomotive and carriages have been added to the museum's exhibits over the last couple of years. The museum's Fairground Collection consists of several Showman's Engines and Traction Engines, the 'Golden Gallopers' fairground ride of Chipperfield's Circus fame, several other vintage fairground rides, fifteen Mechanical Organs, two Wurlitzer Theatre Organs and much, much more. The majority of the transport exhibits are not permanently asleep in the museum, they are road legal and taken out on occasions.

Graham Atkinson has very generously agreed to allow a discount off the entry fee for members of Vintage and Classic Vehicle clubs and organisations who wish to visit the Scarborough Fair (& Transport) Collection and can show their 'Club' Membership Card.

Also on offer is a further concession for owners of pre-1980 Classic Cars who are visiting the area in their old vehicles. If the owner would like to park his or her classic vehicle in the area at the front of the museum while they are spending a couple of hours enjoying the exhibits and the atmosphere of The Scarborough Fair Collection, the offer is for free entrance to the museum for one adult *'but only if accompanied by another adult'*!

It would be easy to spend half a day looking at and riding on the vintage fairground rides and viewing the transport exhibits as well as enjoying a relaxing snack in the museums café and bar area. Sit and listen to the sounds of the Mechanical Organs and the mighty Wurlitzer Organ being played in the museum's spacious ballroom, or leave your seat and have a dance on the spacious dance floor. There is also a 'safe' area to park the little ones in.

With plenty of parking facilities the Scarborough Fair Collection is open to the public this year from Wednesday to Sunday from the 23rd of March until the end of October and is 'closed' Monday and Tuesday except for Bank holiday Mondays. There will be the odd day during the season when the museum will be closed to the public because of a 'private' function. Guided tours of the museum can be arranged and so for more information on events and

Veteran Car Club Gazette September 1962– Hull-Scarborough report.

The Hull-Scarborough Rally was held on Sunday, May 20th. Those members who stayed overnight at Hull had a very wet journey on the Saturday. Several members stayed at the Station Hotel and there was ample garage accommodation close at hand. Sunday morning all trace of the rain had gone and blue skies abounded. The Rally rallying point was Ferensway Car Park. The organisers had obtained the full co-operation of the Hull City Police, who had blocked off half of the dual carriage-way in order that the entrance to the car park would be kept clear and to leave plenty of room for spectators. It was noticeable on leaving Hull that all the major road junctions were policed and cars had a very easy route out of Hull.

There were very few non-starters and everybody appeared to arrive on time. The first car, or rather tricycle was Mr. Crewe's De Dion Bouton. Mr. Crewe was later seen parked by the side of the road before the City boundary but soon got going again and arrived at the lunch stop at Bridlington on time. There were two new entries for this Rally. Mr. E. Earnshaw's 1904 Phelon Forecar, driven by Mr. D. Earnshaw, had its first outing since its restoration and unfortunately had to be retired after 10 miles as a result of a flat battery and flooding in the carburettor. Mr. E. W. Kendrew appeared with a 1911 Stanley Steamer that he had only recently finished restoring. This was in really beautiful condition. The steamer was seen parked at the roadside in Hull and Mr. Kendrew later informed me that there was nothing wrong with the car, it was simply that he had not completely mastered the driving technique. Apparently if he accelerates too quickly the pilot jet can be extinguished in certain circumstances and it is then necessary to stop and re-light the burners. Mr. Skilbeck drove his 1909 Wolseley-Siddeley from Durham on the Sunday morning and had several stoppages on the way to Hull until the fault was eventually traced to a blocked petrol tap. After this had been attended to the car ran very well, although the petrol consumption had obviously increased and he was seen filling up from a tin on the way to Bridlington.

Not only were there large crowds at Hull, Bridlington and Scarborough but all along the route wherever there was a vantage point it appeared to be occupied by spectators, many of whom were studying programmes, a proof of the efforts of the programme sellers. This year a new innovation on the run was a stop at Bridlington. Cars were parked on the promenade and competitors were entertained to a buffet lunch by the Corporation of Bridlington. The break at Bridlington was much appreciated by competitors as it gave them a chance to talk to friends and acquaintances in the club. The lunch stop at Bridlington was for approximately an hour, depending on the competitor's average speeds, and cars set off again at 2.00 p.m. It was a glorious sunny afternoon and this brought out even more spectators than the morning. It was quite possible to maintain the average speed required up to the Scarborough Boundary, but the traffic along the sea front was so heavy that it was impossible to maintain the average right up to the finish as this involved driving for at least a mile and a half along the sea front. This was, however, of little consequence as all competitors must have suffered approximately the same delays. It might pay in future years to end the timed portion of the run on the entry to Scar-

only 100 yards or so from the car park. After the tea the Mayor welcomed competitors and the Mayoress presented the awards. The organisation of the event went off like clockwork and there is no doubt that this is due to the hard work put in by Miss Nuttall, Mr. R. Long and Mr. G. White. At every turning there appeared to be a marshal complete with armband, and most of the marshals had been recruited locally from friends and acquaintances of the organisers.

Winners were as follows:-

Mr. E. Quirk/ Edmondson with a 1904 Darracq
 Mr. N. Skilbeck with a 1909 Wolseley-Siddeley
 Mr. G. Fowler with a 1914 Belsize
 Mr. Hardcastle/Hann with a 1904 De Dion Bouton
 Mr. R. Long with a 1901 De Dion Bouton
 Mr. A. Tyler with a 1913 De Dion Bouton
 Mr. G. Kendrew with a 1911 Rolls-Royce
 Mr. F. Harrison with a 1904 De Dion Bouton
 Mr. D. Spivey/Darfield with a 1903 Gladiator
 Mr. O. Clayburn with a 1912 Austin
 Mr. J. White with a 1916 Morris
 Mr. L. Cole with a 1907 White Stemaer

Mr. Cole only just managed to arrive at Scarborough before the closing of the control having experienced considerable bothers with the steaming of his White Steamer between Bridlington and Scarborough. He, however, looked just as cheerful to receive the Wooden Spoon Trophy.

This car has grown without putting on 1 inch



AUSTIN
A40

NEW 40

IT'S LARGER First sight of the Austin A40 Mark II proves it. The car seems sizier. Grandier. More capacious. The brilliant full wide-span grille shows the new car in a decisively expansive mood. The body colours are brighter and lighter. You think the A40 has grown.

IT'S LARGER First sight inside sways you still further. Austin have laid on the luxuries. Like the relaxation of new duo-tone two-fabric trim. Like the completely restyled facia panel. Like the new glove-box cover specially shaped to hold cups and glasses. It's got the full big-car treatment.

IT'S LARGER First spell at the wheel practically decides you. You purr up through the gears. Soar into seventy.

New carburation gives you more power. **IT'S LARGER** First stretch at the back clinches it. We said *stretch*. Your long legs are allowed to find their length. (Austin have made this possible by increasing the wheelbase.)

IT ISN'T The Austin A40 Mark II remains the same highly convenient size as the old one. And you probably wouldn't want it otherwise. It's still the ideal shape for threading through tangled traffic. Snicking into tiny parking spaces. All that's happened is that the A40's got the best of both worlds. And the price remains as small-car as ever; still £450 plus £169.15.3 Purchase Tax. Ask any Austin dealer for a free trial run.

you invest in an **AUSTIN**



By Appointment to
Her Majesty The Queen
The Duke of Edinburgh
The Prince of Wales
The Prince of Monaco
The Prince of Liechtenstein
The Prince of Andorra
The Prince of Asturias
The Prince of Asturias
The Prince of Asturias

Personal Exports Division : 41-46 Piccadilly, London, W.1

THE AUSTIN MOTOR COMPANY LIMITED • LONGBRIDGE • BIRMINGHAM



**Doncaster Classic
Car Show
Sunday July 3rd.
2016**







Burton Constable Hall car rally Sunday September 4th. 2016

On a cloudy but dry Sunday a number of cars including those from the E.Y.T.C.C. and Mercedes Car Club held a joint rally at this prestigious country House. The sun shone in the afternoon and there was plenty to see and do. The house contains a magnificent collec-



It was good to see other members from the Traditional Car Club in attendance, Neil and Marie Hammans; Kevin and Tracy Irwin; Andy and Carol Warren; Mervyn Hoyle with his interesting display, still raising money for Marie Curie. Some had a go at the Archery which was available. Davey Smith certainly knew how to hit the target !!





Mervyn Hoyle with his lovely Austin 7 van at Burton

Constable Hall and display of paraphernalia and motoring artefacts.

Also just outside the Stable was this Tesla Electric Car. £110,000 worth of fast electric motoring. The Sat. Nav was larger than most television sets, 17", and there was room for luggage both at the front of the car and the rear. The batteries consists of thousands of lithium batteries which are built in to the floor. The owner generally reckons on about 210 miles between re-charging. The batteries can be fast charged or charged overnight. A fan cools the batteries by



Dual Motor Model S is a categorical improvement on conventional all-wheel drive systems. With two motors, one in the front and one in the rear, Model S digitally and independently controls torque to the front and rear wheels. In contrast, each Model S motor is lighter, smaller and more efficient than its rear wheel drive counterpart, providing both improved range and faster acceleration.

Model S Performance comes standard with All-Wheel Drive Dual Motor, pairing the high performance rear motor with a high efficiency front motor to achieve supercar acceleration, from zero to 60 miles per hour in 2.5 seconds.

The batteries degrade over time and are guaranteed for eight years Tesla has unveiled its much-anticipated Model 3 electric car - its lowest-cost vehicle to date.

The price and range of the five-seater should make the vehicle appeal to new types of customers and could boost interest in other electric vehicles.

Chief executive Elon Musk said his goal was to produce about 500,000 vehicles a year once production is at full speed.

Within a day of the launch, Mr Musk tweeted that 180,000 vehicles had been pre-ordered. He added that, if the average price tag ended up at \$42,000 (£29,500), this would equate to \$7.5bn in one day.

The California-based company needs the vehicle to prove popular if it is to stay in business, though pre-orders of the Model 3 will not necessarily all translate to actual sales when the car is released.

The first deliveries of the vehicle are scheduled to start in late 2017, and it can be ordered in advance in dozens of countries, including the UK, Ireland, Brazil, India, China and New Zealand.

UNBEATABLE VALUE!

The finest family car in its class



Hillman Minx

4-DOOR DE LUXE SALOON

* Fine performance from a large '1600' engine developing 56.5 b.h.p. * Specially strengthened front end for greater stability. * Powerful, hydraulic brakes with 121 sq. in. braking area. * Dual colour schemes and fully-automatic transmission available as extras.

With this goes the world-famous Hillman reliability, high quality finish and elegance. At its price there's nothing to match the Hillman Minx De Luxe Saloon anywhere!

*A better buy because
it's better built*

£510

PLUS P.T

£192.5.3



ROOTES MOTORS LIMITED

Hillman Motor Car Co. Ltd · Division of Rootes Motors Ltd · London Showrooms and Export Division: Rootes Limited · Devonshire House · Piccadilly · London W.1

Thought Teresa and all other Hillman fans would appreciate this advert.

British Motor Museum, Gaydon, Warwickshire

Monday 4 July 2016

On our way home from Devon we had planned to break our journey in the Cotswolds area and to pay a visit to the motor museum at Gaydon to view the newly opened heritage collection. It was a long drive and we didn't arrive at Gaydon until early afternoon. After a quick bite to eat in the well-stocked café and browsed around the newly re arranged museum, there were a lot of changes to the exhibits since our last visit two years ago. It is well laid out with some very interesting displays. The highlight of the museum is the new building which houses a large collection of previously unseen cars that they never had room for in the main part of the museum. It is full of prototypes, concept cars and first and last of production runs. There are some really rare cars on offer. You have to book in on a tour to visit this part of the museum and a guide takes you in. He explained a little about the cars and let you wander around for a while. The volunteers were extremely knowledgeable and happy to chat about the cars on display. We were told about the history of some of the rarer cars on show, including the story of a pre-production mini shell which was found in a tunnel at Longbridge. There was a very early Lanchester and a road car land rover which went on to become the forerunner to the Range Rover. The museum is well worth a visit and the newly opened heritage building is definitely the highlight. Allow a full day to get round everything and have a bite to eat in the café.

Tracy and Kevin





Why not come along and support the 2nd TCC Bake Off Night?

On Wednesday 9th November our club meeting will turn into a Bake Off!

Members who wish to enter can do so for free and will bring along their baked goodies to be judged.

Categories are as follows...

Biscuits

Tray Bakes (Flapjack, brownies, etc)

Individual Treats (Cakes, scones, tarts etc)

Large Cakes (Full sized cakes...fruit, sponge etc)

Bread (Dough based items. Large or small, sweet or savoury)

Savoury (Anything savoury that isn't dough based)

Free From (Anything specifically baked without allergen ingredients)

Judges will be fellow members who pay £1.00 each to sample the items and give them marks for each item on both appearance and taste.

Once judging has been done and the winners announced any left over tasty treats will be sold.

All proceeds will go to club funds. Come along and join us for a fun evening!



Golden Jubilee Spring Tour

12-14th. May 2017

Staying at the Holiday Inn ,Marina ,in Hull

See this Tradsheet for further details and for booking



A Classic Psalm

My classic car is my friend, I need not another,
It maketh me lie down in wet places
It breaketh down in green pastures
It soureth my soul.
It leadeth me in to deep waters
It leadeth me to car shows for their names sake,
It prepareth breakdowns for me, in the presence of mine enemies.
Yeah though I run through the valleys,
I am towed up the hills
And I fear much evil is with me.
Its ride and its engine discomfort me.
It anointeth my face with oil
And its fuel pump runneth over.
Verily if I look after it all my days of my life,
I shall dwell in the house of the insane forever.

Amen.

Buyer Beware

When you decide to make a new purchase of a used car it is obvious you want the best for your hard earned cash. Dealers, of course, want the most they can get and the unscrupulous more than the car is worth. A recent problem my local garage has noticed is that tunnel that allows the engine management light on the dashboard to come on has been blocked by, for example, blu-tack or silicone. Normally on turning on the ignition ALL warning lights should appear then, after a few seconds, disappear. The less observant of buyers will not notice the engine management light will not appear when you turn on the ignition when it has been blocked and you drive away your new purchase thinking all is okay not understanding that serious problems are just around the corner. Be aware, this problem can also occur with the other dash lights such as the ABS warning light. My local garage have had about half a dozen cars of different makes (BMW, VW, Volvo, Jaguar) that have been ‘fixed’ in this way. Buyer beware!

Classic thefts

In recent times, the classic press have been warning drivers that thefts of classic cars are on the rise and lately one of the most innovative ways of relieving you of your car is to place a tracking device on your car at a classic car show In order to find out where the car is kept. This could be your home which could be at risk or at a remote location such as a ‘lock-up’. So check your vehicle on leaving a show to make sure you do not fall victim. Classic Fords have been the most targeted, but all makes may be vulnerable.

Auction News

From Anglia Car Auctions Almost 180 of the 230 lots on offer last Saturday 27th August went to new homes. One of the notable results of the day included the Series I 4.2 Jaguar E-Type OTS restoration project fetching £110,000 plus premium. Other premium inclusive results include the 1961 Alfa Romeo Giulietta Spider Veloce (for restoration) £30,975, 2012 BMW 1M £50,137, 1966 Citroen HY Diesel Camper Van at £14,175 and the 1973 Porsche 911E 2.4 Targa at £53,550. The current 77% sale rate is expected to increase as we continue to sell the remaining available lots. If you are considering entering a car into our 5TH NOVEMBER classic auction, please telephone 01553 771881 or email info@angliacarauctions.co.uk for further information.

Ones of interest to me included a 1949 Hillman Minx Mk.1V which sold for £3045 including premium and a 1955 Hillman California Mk V111 for £2100; a 1989 Lotus Esprit S4 NA for £10,920; a 1978 MGB GT for £4200; a 1972 MGB GT for £2520; a 1953 Morris Oxford for £3150 and a 1972 Rolls-Royce Silver Shadow 1 for £3255 and a 1957 Rover 90 P4 for £5355.

The 10th annual Mechanical Organ Day



**To be held on Sunday, 16th October 2016 at Thorne,
Doncaster**

**See and Hear Fairground, Street, Dance and
Hand Turned Organs Manufactured in the UK,
Belgium, France, Germany and The Netherlands**

**Steam & Vintage Vehicles, Stationary Engines and
Model Fairground Display**

FREE ENTRY & CAR PARK

**1.5 Miles from Junction 1, M180
(Signposted)**

Postcode DN7 6EN

For More Information

Call +44 (0)1405 947655

or Email – jamesreidmm@gmail.com



If you have never been here before it is well worth a visit. In the same yard as N.K. Autostyle. Refreshments Available.

Out of Hatfield turn left on the old road to Thorne. . Just passed the Hatfield Young Offenders institute, on the left, just before the motorway bridge. Bungalow with arched front, drive down the side. If you go to Kingswood golf course you have gone too far!!

Please ring James to book as spaces

The Bradford Industrial Museum

Today Ann and I had a day out at the Bradford Industrial Museum, well what a surprise ! it is a little gem!

It is held in an old mill building which was owned and run by the Jowett family, now I hear you say wasn't that a make of car. Well the owner of the mill had 2 sons born in the late 1880,s , these 2 boys went on to develop the Jowett make of cars, which as you know were made in Bradford.

The mill building is packed with goodies, the ground floor is packed with steam driven early machinery which was used in the old mill wrights shop, it was a joy to see the early designs of lathes, milling machines, saws, etc. moving into the next gallery you were surrounded by a multitude of steam engines all restored to pristine condition.

The next gallery was the Transport gallery where the history of the Jowett car was explained. There were a number of Jowetts including the classic javelin and jupiter, many jowett work vans were on display from the early 1900,s.

One very interesting vehicle a 1919 scott sociable three wheeler was on show and believe or not the front single wheel was on the drivers side of the car only 110 were made as they were unpopular because they would tip over when turning sharply to the left.

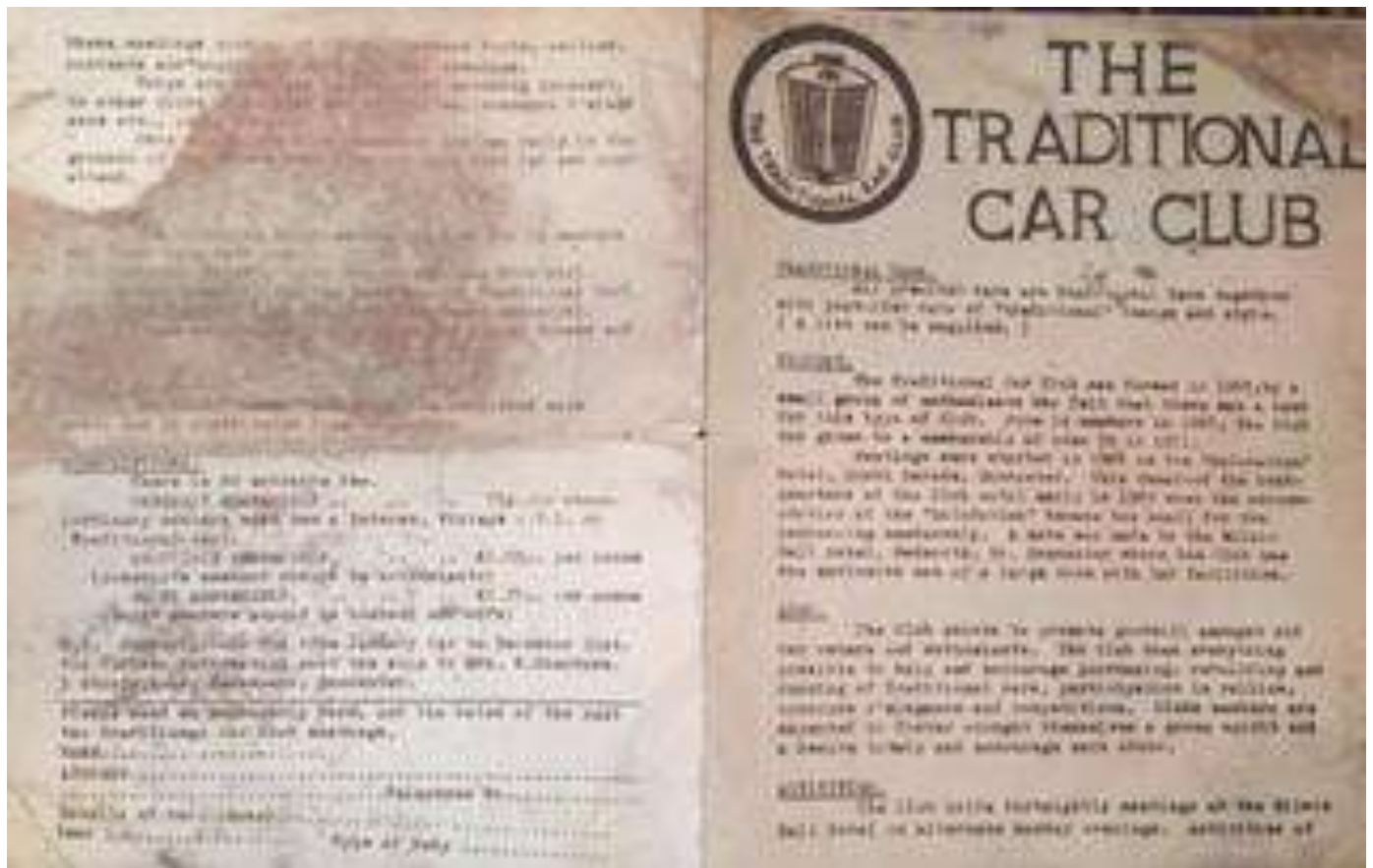
Towards the rear of the building there was a print gallery packed with early print machines, which were the most complicated machines I have seen .

Moving up a floor you moved into the real business of the mill starting with all the machines necessary to spin the wool from the sheep into yarn. Moving into the Weaving gallery there was a great display of weaving machines starting from the very early machines through to more modern machines.

Outside the mill there were numerous buildings including a blacksmiths carriage garages and stables including some back to back cottages dressed from the 1880,s to the 1960,s.



All in all we had a very good day and will in time revisit, best of



When the Car Club was set up in 1967 there was a list of acceptable cars for membership. These were as follows:- All pre 1940 cars; A.C. up to 1954; Alvis up to but not including Graber; Armstrong Siddeley up to but not including the Sapphire; Aston Martin up to but not including the DB2; Bentley, Rolls-Royce up to 1955; Bristol 400 only; Citroen up to but not including DS and 2CV; Daimler up to but not including the Conquest; Delage all models; Delahaye all models; Frazer Nash up to September 1949; Healey Silverstone only; H.R.G. all models; Humber, Super Snipe and Pullman Mk 1 up to 1948; Invicta; Jaguar up to but not including the Mk 7; Lagonda all models up to September 1953; Jensen up to but not including 541 and Interceptor; Lanchester 14 h.p. up to 1950, 10 h.p. up to July 1951; Lancia up to May 1950; Lea-Francis all models; M.G. up to and including the TF; M.G. saloon up to Y.B.; Morgan all models except the four plus four; Riley up to but not including the Pathfinder; Rover up to September 1949; Salmson up to 1952; Singer Roadster; Sunbeam Talbot up to but not including 80 & 90; Triumph up to TR2 excluding TR2 and Mayflower; Wolseley all models except 8 h.p. up to 1948 Motor Show.

The Vetting Committee will decide on other cars proposed.

Just to let members know that only members can be admitted to the closed group on Facebook . We do get requests from people who are not members



If you are a Car Club member you can join the Members page on the Facebook site and see what other members are up to.

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)

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 25 members (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.

It's only a Car

Dog walkers stand and stare smiling and interested.

Children stop their playing and look and wave, shouting hello Mister I like your car.

Neighbours warn their children to be careful not to scratch it because it is very old.

Yes it's just a car but looked after with pride.

The paintwork gleams and the chrome glisten in the sun.

Yes we are all proud owners of our Vintage car and it is lovely to see they are appreciated and preserved for all time.

Sue & Tony Arturi

Forthcoming events 2016

Sept 17 Breakfast Meet, Baxters Arms 10.30am

Sept 17 Pot House Hamlet, Silkstone, Barnsley (YTCC)

Sept 17-18 Vintage Rally, Farmer Copleys, Pontefract Road, Purston (NVTEC)

www.penninegroup.net

Sept 18 York Historic Vehicle Group Rally, Knavesmire, York Racecourse www.yhvg.uk

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 9 Autumn Closer Markham Grange to the Strines (DT, details tbc)

Oct 16 Isle of Axholme Running Day, Sandtoft Trolleybus Museum www.sandtoft.org.uk

Oct 21-22 Vintage Festival of Light, Doncaster Deaf Trust

Nov 13 Dewsbury Bus Museum Open Day www.dewsburybusmuseum.co.uk

2017 (to be confirmed)

May 13-14 Nottingham County Show, Newark Showground

May 20 Glossop Classic Show

June 19 Hope Motor Show (SHMC)

June 24-25 Sheffield Steam & Vintage Show

June 25 Classic rally, Oil Can Café, Dobroyd Mills (Holmfirth Rotary Club)

Aug 19 Auckley Show

Sept 9-10 Scampton Airshow

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

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 Rodger (when, where & entry details).

A copy of an entry form is ideal so it can be replicated, giving others the opportunity to enter.

Abbreviations:

AG Andrew Greenwood Shows

DT Traditional Car Club event

EH Organised by English Heritage

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

JTU Just turn up

LLMC Lincs Louth MC www.lincslouthmcclassic.co.uk

MMOC Morris Minor Owners Club

MW Mark Woodward Shows www.markwoodwardclassicevents.com

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

NECPWA North of England Classic & Pre-war Automobiles Club www.necpwa.org

NVTEC National Vintage Tractor & Engine Club



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

Polo Shirt Mens and Ladies sizes up to XL £15 XXL upwards £16

Sweatshirts, Mens and Ladies sizes £17 each various colours

All the above available in sizes:

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

Peaked caps £7 each (one size fits all)

These are quality garments produced locally.

VINTAGE & COLLECTORS CAR SPARES

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

STEERING SPARES “1928 to 1980”

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

ENGINE SPARES

Full, Decoke, Head, Manifold, Lower Engine & Sump Gasket Sets.
“1909 to 1980”.
Inlet & Exhaust Valves & Guides, Valve Spring Sets, Engine
Pistons, Piston Ring Sets,
Main & Con Rod Shell Bearing sets, Crankshaft Thrust Washer Sets.
“1928 to 1980”

Steering & Engine Spares for Cars, Commercials & Tractors

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

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

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



Longstone

**CLASSIC
TYRES**

Tel : 01302 711 123

Fax : 01302 710 113

E-mail : sales@longstonetyres.co.uk

www.longstonetyres.co.uk

AVON

Firestone

Michelin



Lucas
AUTOMOTIVE



DUNLOP



WAYMASTER

TYRES FOR VETERAN, VINTAGE AND CLASSIC VEHICLES



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

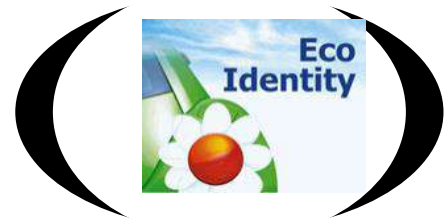
Unbeatable stocks of all makes of tyres.

Distributors of Michelins classic tyre range.



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



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.

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.

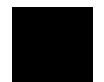
But if this is not possible we can also arrange to come out and view your vehicle from the comfort of your own house

N K Autostyle

**Unit 1,
Willow Garth Farm
Hatfield Road
Hatfield**

Phone: 07815087401

E-mail: nkstylingareno1@aol.com



Club evenings for 2016

Please put these dates in your Diary for 2016

Wednesday September 28th

Wednesday October 12th

Wednesday October 26th

Wednesday November 9th

Wednesday November 23rd

2017

This will be the Golden Jubilee of the Club. 50 years old from its first meet in 1967. There will be lots of events planned and many special activities. It is hoped to have a few days away in celebration of this milestone in the history of the Traditional Car Club. Several new people have volunteered to come on to the Committee and it is hoped that 2017 will be a year to remember for all the right reasons. Events outlined so far :-

April 23rd:- Celebration Drive-it-day run

May 12-14th:- Away tour of Yorkshire

July:- Classic Car Show and Concours at Deaf Trust July 2nd

August:- Away tour possibly coast to coast

October 8th:- Autumn Closer

December:- Christmas buffet/Dinner

Bluebell Wood Children's Hospice Charity Event

Bluebell Wood are to hold their first charity Soap Box Derby on Saturday 1st October 2016 in Clifton Park, Rotherham.

To support the event the organisers would like to put on a display of classic cars, if you can help by attending the event with your vehicle please email Hireclifton@rotherham.gov.uk with your name and vehicle registration and they will provide you with a car park pass.

They are asking for vehicles to arrive between 09.30 -10.00, the event starts at 10.30 and

Dates for 2017

BOOK NOW

Sunday April 23rd. Drive-it-day Millenium Run

A 60 mile tour for all club members commencing at Owston Park Lodge at 10.00 a.m.

Golden Jubilee Weekend Away

Friday May 12th-Sunday 14th. May

Staying at the Holiday Inn, Hull Marina

Friday- meet in own time at the Holiday Inn for dinner 7.30 p.m.

Saturday 13th May 10.00 a.m. Visit Streetlife Museum, Hull

parking at the front by special permission

12.p.m. leave Museum and run to Spring Garden Centre for lunch

Scenic run to Mr. Moos for ice-cream

Dinner at Hotel 7.30 p.m.

Sunday 14th. May Leave hotel and run to Withernsea Lighthouse

Hornsea Freeport run along front and then in to Hornsea for lunch

Tour of surrounding area calling at Wassand Hall for cream tea 2-3.30 p.m.

Depart in own time back home.

~~Our Annual Classic Car Show at the Deaf Trust Sunday July 2nd~~

Autumn Closer Sunday October 8th.



DN1 Classic Car Storage

- **Inside Storage • CCTV**
- **Guarded by PROSEC Security**
- **Central to Doncaster**
- **Access by Appointment**
- **Visit before deciding**



Milethorne Lane, Doncaster DN1 2SU
Telephone: 01302 344084