

50



1967

2017

The Tradsheet

Jubilee Year

**Journal of the Traditional Car Club
of Doncaster**

April / May 2017

Dear Members,

EDITORIAL

I have volunteered to take over editing the Tradsheet and time will tell whether it is a good idea or not. I will start with the Traditional encouragement to members to write a piece for the magazine.

I would like to feature members' cars, or whatever vehicle you have, as they are the most interesting. What have you got, is it standard or have you modified it to make it easier to start or drive, or because it looks nicer, what do you like about your car? At club nights and shows there is a big variety of cars and we are interested in all of them, they are real not like the dream cars featured on TV programmes. It would be nice to get a piece, long or short, about your car preferably with a photo. My email address is :-

andycampbellc12@yahoo.co.uk but you can give me a piece of paper at a club night if you like. Obviously, articles on anything else vehicle related will be welcome.

In this edition we have the events pages, club and more general, for you to come along and join in.

Breakfast meetings are becoming ever more popular, they give us an opportunity to meet in different venues and in daylight and a good time is had by all.

In fact, Barry and the Redhouse Park posse, my son and I managed to go to Ashworth Barracks a month early in February instead of March leading to an unusually small, but very select, gathering.

Drive it day is on 23rd April and we will be blocking up roads from Doncaster to The Blue Bell Inn at East Drayton. We had an impressive line of cars travelling last time and people came out from their houses to wave to us past. Well, I think they were waving. More detail on page 27.

You will need to tell us if you are coming so the lunches can be booked and ready for when we get there. Cost £10 per person.



My Triumph Herald, hit it's own milestone the other day and I watched the milometer numbers tick back round to zero, possibly not for the first time. All high mileage numbers are good but this was better by far. I had been watching it for a while and almost missed the low fuel level. The car is still used as my main drive so this number will rise slowly and become quite boring soon.

As I write this, it is raining again, soon the sun and warm will be here again. Nice to see the classics coming out for the year at the last club night. Take some pictures when you go to shows and send them to me please for future editions of Tradsheet.

All the best and Happy Motoring
Andy Campbell

Club Visit to the Leather Repair Company in Hull.

January 2017.

Around 20 members hit the Highway to Hull on a visit to the Leather Repair Company. Although advertised as a drop in session, we all found it interesting enough to stay for some hours. Richard showed us how small scuffs and marks can be dealt with and how proper cleaning made a huge difference to seats and side panels. He had samples of old leather and after a good clean then feed it was surprising how soft it had become.

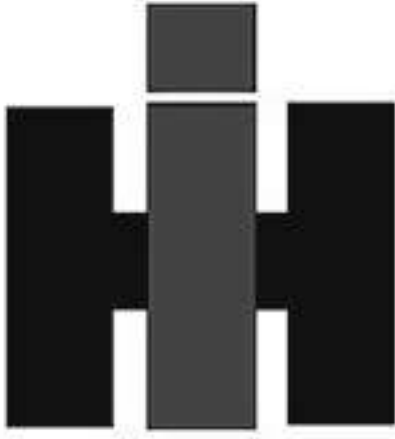
He then showed how effective leather colouring paint was, and I think it surprised most of us. We then had a look at effects such as gold spotting and pearlescent spray to enhance the final effect of leather cleaning and colouring. We were mostly interested in car bits but his company does all leather goods, bags, furniture, coats and so on.

Hopefully, he will come again to our Deaf School show on July 2nd, look in on his display, more worth it than you may think.

We had a good day out, nice lunch and, after buying lots of pots and potions for our cars, made our way back home from the City of Culture.



Fortunately, nobody brought any strange leather clothing for repair and the first event of the club's 50 year celebration was a good one.



Doncaster News and Features: History of International Harvester in Doncaster

Through the latter half of the 20th century International Harvester was known throughout the world as the most prodigious manufacturer and supplier of some of the finest farm machinery money could buy, along with sales and service that were second to none.

The company's great red and black branding and distinctive logo (right) remain today instantly recognisable, and many of their finest products were designed and built in Britain within its three Yorkshire factory sites - one of which was based in Doncaster for more than 50 years.

Many of the companies classic models were built here including Farmall BMD, B450, 885XL and Maxxum, giant industrial PAY-loaders, crawlers, balers, combines, even some of the high horsepower farm tractors imported from Europe and North America.

The first factory was built here in Wheatley Hall Road after being purchased from Doncaster Corporation in 1938. The war got in the way shortly after purchase and the initial factory was used for bullet manufacturing for the war effort. In 1949 International Harvester's first tractor, Farmall M, was the first to roll out of production. It was driven off the assembly line by Swinton-based MP Mr. Tom Williams, Labour's Minister of Agriculture.

In 1951 the first fully British-built tractor, a Farmall M, was completed and driven from the assembly line. A year later saw the first British built diesel tractor launched - the Farmall BMD model.

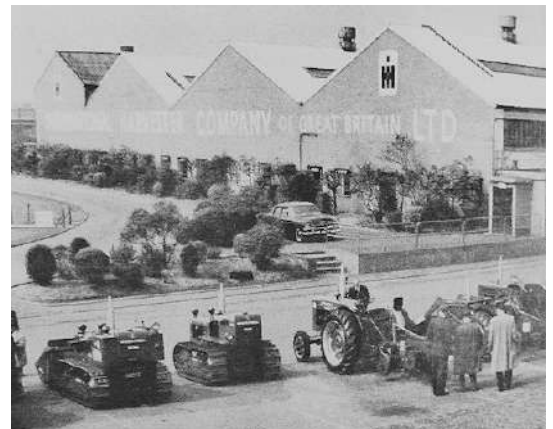
Tenneco acquired IH Farm Equipment Division in 1985.

The International Harvester was acquired by the Argo group of Italy in 2000 and traded as McCormick Tractors International Limited.

The Wheatley Hall Road site was sold in 2005 for a reported £16 million before being leased back for 40 years.

In 2007 the 435,836th tractor, an XTX215E, was the final produced here in Doncaster before closing its doors leaving the 371 remaining staff redundant.

Two years later the whole plant had been demolished and little remaining to show for 58 years of world class farm equipment engineering from Doncaster, and Yorkshire.



Jaguar set to become most expensive British road car by fetching £13.5m at auction.



A Classic Jaguar is set to become the most expensive British road car in history when it goes under the hammer and is expected to fetch £13.5million.

SWNS

The Jaguar XKSS set to become most expensive British road car by fetching £13.5m at auction

The XKSS is so desirable that the manufacturer recently decided to revive it by building nine models that are identical those which left the factory in 1957.

But this original model is the first to go on public sale in more than a decade when it goes up for auction next month in the first public sale of an XKSS in more than a decade.

Experts expect a fierce bidding war from super-rich collectors around the world who are desperate to get their hands on the iconic car.

The XKSS was first announced in 1956 when Jaguar decided to take a break from motor racing to focus on building production cars. They based the sportster on the Le Mans-winning D-Type and announced a run of 25 units.

It did 0-60mph in 5.2 seconds, 0-100mph in 13.6 seconds and hit a top speed of 149mph.

However, disaster struck on February 12, 1957, when a fire ripped through Jaguar's Browns Lane plant in Coventry, destroying the nine unfinished models.

This model, however, was finished in time and originally delivered to a customer in Montreal, Canada.

The XKSS was first announced in 1956

It has since been owned by collectors in the USA and England and is due to be sold by Gooding & Co in Florida on March 10.

The guide price of £12.8million - £13.5million will make it the most expensive British road car in history and one of the most valuable cars ever sold publicly. It is nearly 5,500 times the car's original 1957 price tag of around £2,500.



Auctioneer David Gooding said: "This renowned sports car delivers D-Type performance with nimble and responsive driving dynamics, paired perfectly with the most voluptuous design.

"For us to present this XKSS, one of the greatest sports cars of all time and the first one offered at public auction in over a decade, is truly a great honour."

Of the 16 cars which were completed, 12 were delivered to the USA, two to Canada, one to Hong Kong and a sole example remained in Britain. It is nearly 5,500 times the car's original 1957 price tag of around £2,500.



It has become a sports car icon, helped in part by Steve McQueen once owning a model for more than ten years. His XKSS is in a museum in the USA.

The car being sold by Gooding & Co was acquired by its current owner, who has not been named, in 2000. Around ten years ago, the gentleman had the XKSS restored by Gary Pearson, from Pearson Engineering, an expert whose father John Pearson owned the car in the 1980s.

And despite being 60 years old and raced hard during its early days, the

XKSS has not suffered a major accident and, unlike many D-Types and XKSS models, retains its original chassis, body and engine block.

The car has also been on display at a number of the world's most prestigious con-course events.

Gooding & Co added that this XKSS is among the "very best examples" of the road-going version of the D-Type, which is "one of the most successful and important models in the history of endurance racing".

The most expensive British road car at the moment is the Aston Martin DB4 Zagato which was sold for £9.5million in December 2015.

The record for any British car is the £16.6million paid for the 1956 Le Mans-winning Jaguar D-Type in August, 2016 - the car on which the XKSS is based.

Jaguar, which is capitalising on its heritage, announced last year it would be building the nine 'lost' XKSS models which never left the factory in the Midlands.

Staff at Jaguar Land Rover Classic are spending around 10,000 hours building each car to the exact specification - with the reborn models costing more than £1million.

Thanks to Richard Holgate that spotted this in the Daily Express

Sharing the Knowledge

(Training days for those who want to learn more from those in the know)

I have always wanted to learn more about how to keep my car maintained and even find out about such things as the alchemy that is welding, but never quite had the nerve, time or funds to do a course at the local college. So I thought wouldn't it be a nice idea to be able to learn from those who I call my friends at the car club? Turns out I wasn't the only one who liked the idea as when I chatted to others about it others felt the same.

Our club has a diverse membership, from those who have spent a lifetime in the motor trade to those (like myself) who love our cars but can't do much more than check the oil and water. It isn't that I don't have a workshop manual for my car (I have several in fact thanks to the kind folks who have gifted them to me), but I learn better when I see something done and can try to do it myself with someone who knows what they are doing keeping an eye on me whilst I do so.

So that is what we are trying to do, create days or mornings or afternoons (the details are yet to be decided) where people with knowledge can share it with those who are keen to learn. Some of you might know a lot about one aspect of motor vehicle maintenance but wish to learn more about another.

Some of you might know how to take a car completely apart and rebuild it, whilst welding up a storm on the way. Some of you (and as I say, I am one of those) may have very little knowledge but really want to learn. This idea can't work without a variety of people, we need you all.

We have been offered a venue by Mark Elliot of LVB Limited, at his workshop in Armthorpe. I see these 'Sharing the Knowledge' days taking place through the winter months, a time when (unlike the busy months of spring to autumn) there are very few car shows to occupy peoples time.

So if you think you might be interested in this you can contact me at tmraven1969@gmail.com or phone me on 01977 663271 to let me know whether you would like to teach or learn (or both) and any particular things you have knowledge of or would like to know more about.

I look forward to hearing from you!

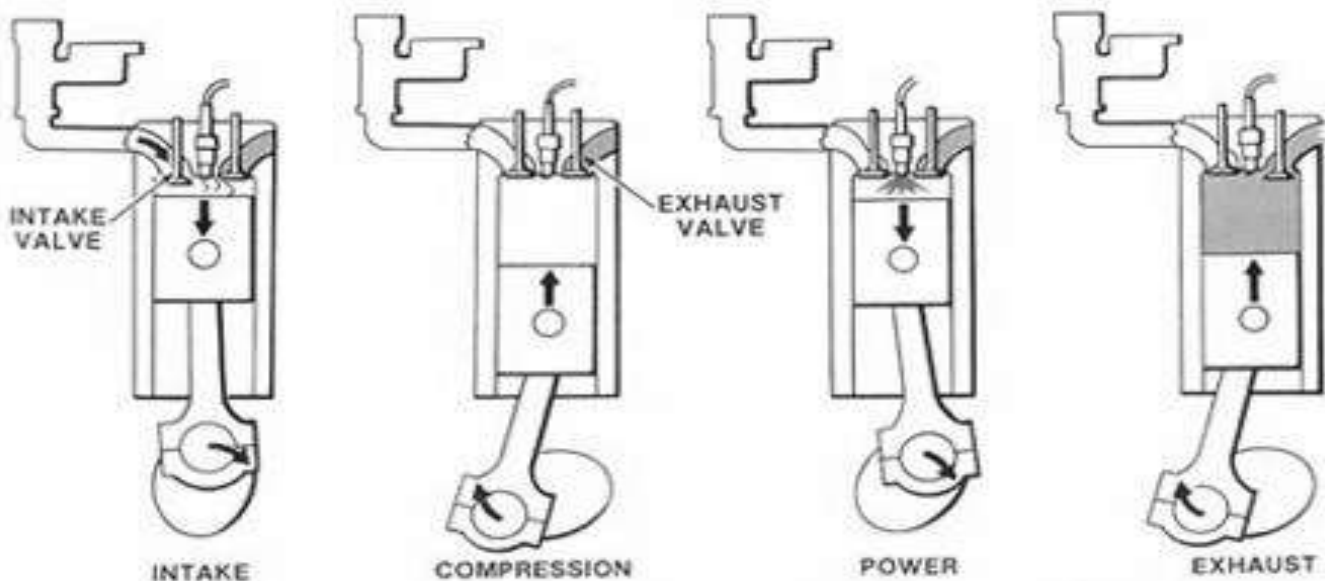
**All the best,
Teresa**



To make a start, on Teresa's suggestion The engine type that most of us have.

A **four-stroke petrol engine** is an internal combustion (IC) engine in which the piston completes four separate strokes while turning a crankshaft. A stroke refers to the full travel of the piston along the cylinder, in either direction. The four separate strokes are termed:

1. **Intake:** also known as induction or suction This stroke of the piston begins at the top and ends at bottom. In this stroke the intake valve must be in the open position while the piston pulls an air-fuel mixture into the cylinder by producing vacuum pressure into the cylinder through its downward motion.
2. **Compression:** This stroke begins at the bottom and ends back at the top again.. In this stroke the piston compresses the air-fuel mixture in preparation for ignition during the power stroke (below). Both the intake and exhaust valves are closed during this stage.
- 3, **Combustion:** also known as power or ignition At this point the crankshaft has already completed one full 360 degree revolution in parts 1 and 2. While the piston is at the top, the compressed air-fuel mixture is ignited by a spark plug, forcefully returning the piston to the bottom. This stroke produces mechanical work, or power, from the engine to turn the crankshaft. Both intake and exhaust valves are closed during this stage.
4. **Exhaust:** also known as outlet. During the *exhaust* stroke, the piston once again returns from bottom to top while the exhaust valve is open. This action expels the spent air-fuel mixture through the exhaust valve and on towards the exhaust pipe. The crankshaft has now completed a second 369 degree revolution.



This process is commonly known as suck, squeeze, bang and blow because lots remember it better that way.

[This shows the cycle of one piston, Most of our engines have four pistons doing this in a planned, engineered way, How and why the engine goes round is on the next page.



DN1 Classic Car Storage

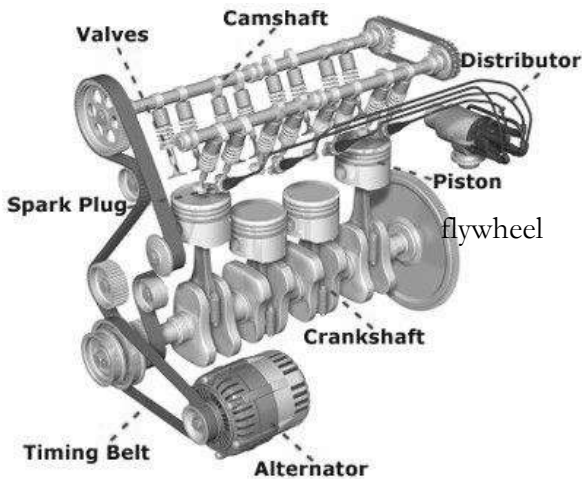
- **Inside Storage • CCTV**
- **Guarded by PROSEC Security**
- **Central to Doncaster**
- **Access by Appointment**
- **Visit before deciding**



Milethorne Lane, Doncaster DN1 2SU
Telephone: 01302 344084

To start the engine, you turn the ignition key and the starter motor makes the engine start going round.

The starter, not shown, is an electric motor with a cog that meshes with the teeth shown on the flywheel, which is joined to the crankshaft and this makes the rest of the engine turn.



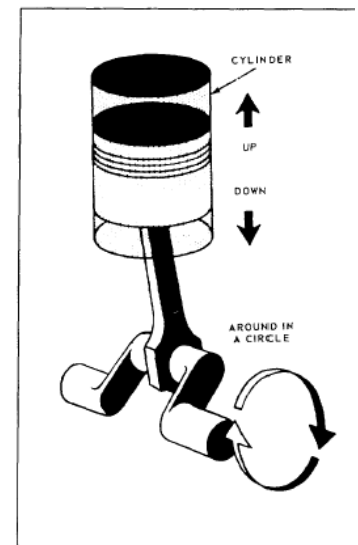
Once the engine begins to turn, the suck, squeeze, bang and blow sequence on page 10 starts and the engine fires up and runs. The crankshaft is designed to turn the up and down motion of the pistons into a round and round motion for the flywheel and vice versa. This will eventually find its way to the wheels, which are way better going round and round not up and down.

Once the engine starts, the starter motor disengages, and the weight of the flywheel turning and the boost of the power, or bang, cycle (3) keeps the engine turning round and keeps the four stroke cycle running properly until you turn it off.

This is the basic operation of an engine.

Hopefully, this also explains how turning the engine with a starting handle, or from a push start has the same effect as an electric starter motor, they all turn the crankshaft to get the four stroke cycle started.

To run properly, the spark needs to arrive at the right time, petrol needs to get in ready for the power stroke and the valves need to open and close when they should. So that will be a subject for the next Tradsheet.



If you can help others learn, or want to learn yourself, contact Teresa, details on page 9.

For Sale

Silver Vauxhall Corsa 1.2 Petrol. 111,000 miles, only two owners, good condition, 12 months M.O.T. £500 ovno Tel 0778715307 after March 28th. Tel 07557789563

Reason for sale— moving to New Zealand

Ford Mark 1 Zodiac— Bob Timberlake has some spares for sale, call 01302 853453.

FOR SALE

2 x Car Steel Ramps £10

1x scissors lifting jack with handle , perfect working order £8

1x starting handle suitable for BMC Farina models £25 ono

1x car radio + tape cassette + 2 speakers, g.w.o. £20-30

1x Windscreen to fit B.M.C. Farina with the finisher strip £20 o.n.o.

Please contact Harold Platts tel:- 01226 246556 Offers considered

HUDDERSFIELD AUTOJUMBLE

APRIL DATE CHANGE

PLEASE NOTE - THE PLANNED 2 APRIL DATE HAS BEEN
CHANGED TO 16 APRIL - EASTER SUN

OLD MARKET BUILDING, BROOK STREET, HUDDERSFIELD
NEXT TO TESCOS - SIGNED - HD1 1RG

ALL INSIDE - UP TO 130 STALLS



To rent for holiday break
two bedroomed bungalow in
Hornsea.

Within flat walking distance of
the sea and/or the town.

Please contact Stuart for details.



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 Queens Gardens where we have special permission to park our cars. A short walk to the Streetlife Museum. This is a fascinating museum with a transport theme, situated in the heart of Hull Old Town. Returning to our cars we take a scenic drive to the Spring Garden Centre at Sigglesthorpe for lunch with free time for some retail therapy. 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 visit Mr. Dennis Hunters collection of old cars before take another scenic drive back to Hull and our Hotel.

Sunday 14th. May

We set off from the hotel after breakfast to Fort Paull, Yorkshire's only intact Napoleonic Fortress and have a chance to explore this fascinating museum. From here we have a scenic drive to Withernsea Lighthouse and Kay Kendal Museum. Kay was born in Withernsea and is well known for her role in Genevieve. For those feeling brave there will be an opportunity to climb up to the top of the lighthouse. 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).

For those not wishing to stay at the hotel then you are welcome to join us for either the Saturday or the Sunday programme. There will be no costs incurred on the Saturday other than lunch and the tour cost for Sunday will be £13 per person which will include all necessary admission charges and afternoon tea. 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.

When booking at the Holiday Inn, Hull Marina please give the code:- NKC which will allow you a discount and bookings for the hotel should be made with the hotel direct. The person dealing with us is Nicola Hedges 01482 386340. Please quote the code NKC so that discounts will be given on the room cost.

We are saving £26 per room by booking as a group.

Stuart

Monte Carlo on Bust ...

The Monte Carlo “Historique” and “Classique” Rallies started simultaneously in late January. There were five European start points, of which Glasgow was one. The first night stop for the Scottish contingent was Ye Olde Bell at Barnby Moor, so I popped over there the next morning before the scheduled 10 a.m. start. It was a lovely cold, dry winter’s morning and everyone was in good spirits.

Those in the Historique event were to start their timed sections in earnest once they had crossed the channel, followed by extra sections in the Alps, once they reached Monaco. The Classique contingent would not be running against the clock, but had to pass specific check-points on the way to prove they had taken the correct route ... that in itself is no mean feat for cars in this category as I can testify, having driven down to the Monaco Grand Prix in a Vauxhall Viva in the sixties!



There were 16 or so cars at the Barnby Moor halt, four of which were of special interest in my eyes:-

Picture of Ford Pop The '53 Ford Popular, named “The Flying Tortoise”, had done the trip previously. The combined ages of the car plus crew was a mere 198 years! The main upgrades on the car were a second windscreen wiper (still vacuum operated!) and 12 volt electrics. Despite the latter, it was reluctant to start, so spectator power was required before departure.



Picture of A35 The A35 was beautifully turned out and from the equipment I could see, the husband and wife team must use it regularly for events of this type. It had a 1380 c.c. engine, which caused me to comment that the cylinder walls must be pretty thin ... oh, and it got my vote as the car with an exhaust note to die for!



Picture of Mini's rear

The Cooper 'S' was an ex-works car that had been driven to 6th place in the "proper" Monte in 1967, by none other than Paddy Hopkirk. This was a serious entry, with a Service Crew comprising four guys all in Team jackets (with the registration number of the car on the back!), plus a large pickup and trailer.

The fourth one to catch my eye was a left hand drive MGB, which a Scottish friend of mine (who attended the Glasgow start) told me, had taken more than half an hour to fire up and get away. The two "pilotes" were exquisitely dressed in dinner suits and bow ties. Their logic was that if they were running late, they could dive strait into the Casino or the post-rally evening bash!

BBC Radio and Yorkshire Television were in attendance, as was a large drone that I guess was taking pictures for the organisers. I was on the 6 p.m. ITV News that evening, but you'll have to take my word for it as it was a back view!

I was glad I had gone along, it was an enjoyable couple of hours.

Chris Dixon

P.S. The Historiques' Rally was apparently won by a couple of Belgians in an Opel Ascona 2000. I don't know how many of the Glasgow Classiques made it. My guess is that the obvious camaraderie amongst crews resulted in a high percentage of finishers ... I hope so, they deserved to.



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.



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**

The Tale of two Zephyrs.

I have owned two Mk4 Zephyrs, one early (1968) and one very late model (1972). They were generally known as aircraft carriers because of the huge bonnet.



I had the late model first. It was the Zephyr 6 with a 2.5 litre V6 engine, individual cloth covered front seats and floor change manual gears. Although it was only worth the £50 or so that I bought it for, it cornered well for a big car, was smooth running and went very well. When I bought it, there was a big v shaped dent in the front under the bonnet as if it had hit a low post, hard. As I knew even less about body repairs than I do now, I decided that a reverse action might help. I tied a rope around a tree in the garden, then secured the other end at the centre of the v dent. A quick matter of dump the clutch in reverse led to a satisfying clonk. After a couple of goes, I had pulled it almost straight. A replacement grille from the breaker's yard hid the damage and the lights pointed where they should again. Many years later, I found out that it had been a special edition with white vinyl roof and blue metallic paint to clear stocks before the introduction of the Granada. The engine and gearbox live on as, when it failed the MOT test, I transplanted them into my Mk3 Zodiac and the rest of the car went to live at the breakers yard.

The other Mk4 Zephyr was again a 2.5 litre V6, but this time was an early version with column gear change front bench seat and smaller 13 inch wheels. It handled like a pig, bounced round corners and bends in a very strange way, overheated and the slidey vinyl seats inspired little confidence. Ford must have known how bad it was because steering and suspension geometry was changed and larger 14 inch wheels were used in later models. However, the damage was already done as the car was not popular even though later models were way better.



These were the days of no spare cash and bodgery that most have had. The Driver's side rear caliper had started to leak a little and the general view was don't try to repair calipers. There were no calipers at the breakers but, knowing that the Rover P6 used the same ones, I asked at the local Rover dealers. I was told that they could sell a second-hand one, with no guarantee, that had been removed from a breaker. Might last ages or fail tomorrow and it would be £75. At that time, that was about the same money as another car so I left it to solve later.

This tale concerns the second car and a trip with a lady to the Warwick County Show. We set off following some friends to the Warwick show. Some way into the journey, we approached a section with a line of cars turning right, us going straight on so I sped up to catch our friends only to hear a shout of 'roundabout!' from the passenger. I hadn't seen any sign for the mini roundabout, the cars in front hadn't shown any brake lights but emergency action was needed, I stamped on the brakes and turned the steering. The three good brakes slewed the car to the left into a small road, just missing the car that was braking on the roundabout, I spun the car round and back to the roundabout, which seemed frozen in time, so I turned left and scarpered with smell of burning rubber filling the car and tyre smoke wafting around the general area. Then followed an otherwise uneventful journey and a good show with our cars being well received. Later I sold the car to a friend of a friend who collected it on a trailer but never quite got round to paying me the agreed price. That's life.



And the lady? That's another tale altogether.

Andy Campbell



Finger tight

A new tool for those who do not want to over-tighten nuts and bolts.

Thanks to Andy Warren for this.

HUMBERS

Humber Limited was a British manufacturer of bicycles, motorcycles and motor vehicles incorporated and listed on the stock exchange in 1887. It took the name Humber & Co Limited because of the high reputation of the products of one of the constituent businesses that had belonged to Thomas Humber. A financial reconstruction in 1899 transferred its business to Humber Limited.

From an interest in motor vehicles beginning in 1896, the motor division became much more important than the cycle division and the cycle trade marks were sold to Raleigh in 1932. The motorcycles were withdrawn from sale during the depression of the 1930s.

1887–1918 Cycle industry



Safety bicycle, c. 1890



Motorcycle 2¾ hp, 1904

First series production cars

In 1896 Humber built a prototype and nine production motorcars in their new Coventry premises. In November 1896 a car was exhibited at the Stanley Cycle Show in London. They are claimed to be the first series production cars made in England.

At Humber & Company's next general meeting in 1897 the managing director said they had received many letters asking if they would produce a motorised vehicle, and that they had in fact been working on this project for 2 years, but had delayed production until they found a suitably reliable engine. Having now found an engine they were gearing up for production.

The first Humber car produced in 1898 was a three-wheeled tricar. Their first conventional four-wheeled car appeared in 1901. Cars went into production in Beeston near Nottingham as well as Stoke, but to separate designs. Just as with bicycles, Beeston Humber products retained their high quality image. The Beeston works closed in 1908 on the opening of the new works at Stoke.



Cycle manufacturers
to the King, 1903



Humberette c. 1912

On 12 March 1908 the new works was officially opened at Stoke, then just outside the city of Coventry. New buildings covered 13.5 acres and allowed for the employment of 5,000 hands.

The new works was designed to be capable of producing 150 cars and 1,500 cycles per week.^[9] By this time a wide range of cars was produced from the 600 cc Humberette to several six-cylinder 6-litre models. In 1913 Humber was second only to Wolseley as the largest manufacturer of cars in the United Kingdom. Revived by the war Humber produced motorcycles and bicycles for the War Office as well as cars.^[8]

1919–1939

There were postwar slumps in the early 1920s and in addition the public were moving from pedal cycles to motorcycles as well as to cars. Rover, Singer, Swift, Triumph and Riley all gave up their manufacture of cycles.

In 1925 Humber moved into the production of commercial vehicles with the purchase of Commer.

Before Rootes



Forecar 1904



Humberette 5 hp 1904



11.4 hp saloon 1924

The chairman, Stanley Brotherhood, told a special meeting of shareholders of the exceedingly good performance of one of the 14-40 cars driven by J W Fitzwilliam and his brother who had just returned from traversing 4,500 miles in central Europe including the worst roads in the Balkans. He then reported the "drastic redesign" of Humber's cars which together with improved appearance and performance and revised prices were expected to improve the products' performance in the marketplace.^[12]

Mention of the drastic redesign at that special meeting was followed by another meeting to discuss the amalgamation of Humber and its partly-owned subsidiary Hillman Motor Car Company. Hillman, the chairman explained, made one of the most popular medium priced cars and would provide a suitable partner to the distinctive Humber products. Shareholders were unanimous that the amalgamation should go ahead on the proposed terms.

In 1929 Hillman, under the control of the Rootes brothers, was amalgamated with Humber—the combine was not under the control of the Rootes brothers—but William Rootes' marketing skills had been immediately brought into play when Rootes Limited had been appointed "World Exporters". In December 1929 reviewing the 1929 year the chairman told shareholders Humber had now introduced three new models named: 16-50, for the 1928 Motor Show, Snipe and a seven-seater Pullman both for the October 1929 Motor Show. For the time being the 9-28 and 20-65 hp models would continue but at a reduced price.



Rootes 16-50 coupé 1930



Snipe 1934



Vogue pillarless 1937

Later Michael Sedgwick would describe the events of this era as "a levelling process comparable to the fate of Wolseley" ('s 1920s cars). Out, he said, went uncertain braking, the i.o.e. engine and superbly finished coachwork, the new cars were pure Rootes with Bendix brakes, downdraught carburettors, "silent third" gearboxes with central gear lever and hydraulic shock absorbers. The 16 hp car could cope with the Humber Snipe bodywork only with a low final drive ratio. The other cars also became slightly bigger Hillmans with different engines and a longer wheelbase. A Humber Twelve was introduced that looked like a Hillman Minx with a painted spare wheel cover and hinged quarter lights. There was attractive work by independent coachbuilders on the Twelve chassis. The Twelve's engine was bored out to 75 mm and powered Hillman's Fourteen and even Sunbeam-Talbot's postwar 90. By the outbreak of war in 1939 the quite fast big-engined Super Snipe with hydraulic brakes was selling well and one model became the Army's famous second world war staff car.



Humber's independence ended in 1931 when the Rootes brothers bought a majority shareholding with the financial support of Prudential Assurance. They provided their Hillman shares as part payment.

Humber Cycles

There was a resurgence in domestic and export demand for pedal bicycles and in February 1932 Raleigh acquired all the Humber cycles trade marks. Manufacture was transferred to Raleigh's Nottingham workshop. Raleigh-made Humbers differed from Raleighs only in chainwheels, fork crowns and some brake-work

General Montgomery, Commander of the British and Allied forces in Northern Africa during the Desert war of WWII, had two specially built Humber Super Snipe four door open tourers made with larger front wings or guards, mine proof floors, special fittings and long range fuel tanks. Two cars were built for him and used in the Africa campaign against General Rommel, who used open tourer large, long range Mercedes Benz's. Montgomery's Humbers were known as 'Old Faithful' and the 'Victory Car'. Both cars still exist in museums in England and are a testament to the high engineering and manufacturing standards of Humber and Rootes Ltd. The victory car drove Montgomery and Churchill through the streets of London during the VE parades at the end of WWII.



Snipe Mark IV 1955



Hawk series IV 1965

1945–1967

In the postwar era, Humber's mainstay products included the four-cylinder Hawk and six-cylinder Super Snipe. Being a choice of businessmen and officialdom alike, Humbers gained a reputation for well appointed interiors and solid quality. The Hawk and the Super Snipe went through various designs, though all had a "transatlantic" influence.

Pullman Landaulette Brisbane 1954

Annual output, 200,000 vehicles

In 1960 Rootes was the world's twelfth largest motor corporation by volume, its annual output nearly 200,000 cars, vans and trucks. They employed some 20,000 people. The group had 6 million square feet of manufacturing space and owned nine assembly plants outside Britain.

1967–1976

Sceptre 1967

The last of the traditional large Humbers, the series VA Super Snipe (fitted with twin Stromberg CD 100 Carburettors) were sold in 1968, when Chrysler ended production. Several V8 models had been in pre-production at this time, but were never publicly sold. Several of these test examples survive today.

Humber's and Rootes' last new car was the second generation of Humber Sceptre, a variant of their Rootes Arrow model. The marque was shelved in 1976 when all Hillmans became badged Chryslers.

Surviving cars

There is a thriving club, and many of these upmarket cars survive today.

The world's largest collection of Humber cars can be viewed at the Marshalls Post-Vintage Humber Car Museum in Hull. It includes 21 Humber cars dating from 1932 to 1970 on permanent display, plus 24 unrestored cars.

Super Snipe series V 1966



Sceptre 1967



Compiled from wikipedia

Excerpts from H and H auction at Donnington Park 23 Feb 17

1960 Jaguar Mk2 2.4litre	£2744	1955 Austin Devon Pick up	£10752
1984 Porsche 944	£2300	1973 Mercedes-Benz 450SE	£4368
1978 Vauxhall Viva 1800GLS	£3600	1965 Ford Zephyr Mk3	£8736
1950 Austin Atlantic Convertible	£16000	1970 Daimler V8-250	£7952
1926 Ford Model T tourer	£7200	1993 Peugeot 205 Rallye	£4068
1994 Daimler Majestic	£1900	1953 Riley RMB	£12320
1988 Fiat X1/9 1500	£2600	1963 Jaguar E type 3.8 roadster	£75040
1972 Land Rover 109 series 2A	£650	1971 Morris Marina 1.8TC Coupe	£4032
1967 Triumph Vitesse Conv	£6550	1965 Daimler V8 250	£14690
1998 Porsche Boxter	£2700	1969 Lotes Elan S4 Drophead	£22400
1971 Fiat 500L	£5700	1983 Ford Capri 2.8i	£2938
1926 Morris Bullnose 2 seater	£10400	1988 BMW 325i	£5824
1989 Toyota MR2	£4200	1989 Jaguar XJR 3.6	£1568
1987 Bentley Mulsanne	£5200	1994 Toyota MR2 GT	£650
1974 Vanden Plas Princess 1300	£9000	1979 Ford Granada 2.8GL	£1350
1972 MGB GT	£6200	1971 MG Midget 1275	£5264
1971 Vanden Plas Princess 1300	£1550	1988 Jaguar XJ6 2.9	£1848
1987 Capri 280 Brooklands	£19500		
1989 BMW 325i Cabriolet	£10100		
1987 Mitsubishi Starion turbo	£3400		
1972 Mercedes-Benz 350SL	£9200		
1990 Jaguar XJR-S 6litre	£15250		

All of the above prices are without auction costs.

Prices with costs included

1982 VW Golf GTi	£9016
1960 Austin 7 mini	£12320

Bargain of the day was the Renault 5 1.4 at £795

988 Renault 5 1.4	£795
1919 Ford Model T tourer	£9520
1937 Rover 12HP Six	£11760

Thank you Andy and Carol Warren for this.





2017 Breakfast Meetings

Please make a note of these dates for your Diary

Saturday 25th March, Ashworth Barracks, Balby, time TBC

Saturday 8th April - The Baxter Arms, Fenwick 10.30 am

Saturday 6th May - Red Hart Inn, Misterton 10.00 am

Saturday 3rd June - The Baxter Arms 10.30 am

Saturday 8th July - Red Hart, Misterton 10.00 am

Saturday 5th August, - Baxter Arms 10.30 am

Saturday 2nd September - Red Hart, Misterton 10.00 am

Saturday 7th October - The Baxter Arms, 10.30 am

Articles and Editorial wanted please for the forthcoming Tradsheets.

Show season should be well underway by the next deadline. Photos and long or short reports welcome. Was it a good show or a complete rip off?

Good atmosphere or no traders? Were the chips expensive and cold?

**Help members with these difficult issues with your report to
andycampbellc12@yahoo.co.uk**

Deadline for articles 5th May 2017

Forthcoming events 2017 (Edited. * = Entry form available)

Apr 8 Breakfast Meet, Baxters Arms, Fenwick 10.30am

Apr 22-23 Scammell Gathering, Ackworth*

Apr 23 FBHVC Drive it day (Tickhill Garden Centre to the Blue Bell, E. Drayton)

May 1 Crow Nest Park, Dewsbury (YTCC)*

May 6 Breakfast Meet, Red Hart, Misterton 10am

May 12-14 TCCD East Yorkshire Tour

May 13 Spring Meet, The Carding Shed, Dobroyd Mills, Butt Lane, Hepworth nr Holmfirth from 4pm, jtu

May 13-14 Thorne 1940s weekend

May 14 Bus Running Day, SYTM, Aldwarke, Rotherham

May 14 Normanby Hall (A30/35 Club)*

May 21 Sewerby Hall Spring Gathering, Bridlington (EYTCC)

May 21 Lindholme Classic Tour (Lindholme MC)

May 29 Wassand Hall (NECPWA)*

June 3-4 Vintage Vehicle & Steam Show, Miners Welfare Ground, Westend Lane, Rossington*

June 4 Messingham Show*

June 4 Wadworth Gala 01302 852874 or 07400 574614

June 10 TCCD Static Display, Sir Nigel Gresley Square, Doncaster

June 11 Locke Park, Barnsley (YTCC)*

June 12 Hope Motor Show, Travellers Rest, Hope (SHMC)*

June 14 Eckington Classic Show, Renishaw Hall, Derbyshire, (afternoon/evening, Rotary, jtu)

June 17 Breakfast Meet, Baxters Arms, Fenwick 10.30am

June 18 Museum of Farming, Murton (NECPWA)*

June 18 Trolleyday & EYTCC Rally, Trolleybus Museum, Sandtoft

June 18 Yorkshire Post Motor Show, Castle Howard

June 24 TCCD at the Frenchgate Centre, Doncaster

June 24-25 Sheffield Steam & Vintage Show, Rackham Rd, N. Anston

June 24-25 Sledmere House nr Driffield (NECPWA)*

July 1 Tickhill Annual Scout & Guide Gala

July 1 Misterton Gala

July 2 Doncaster Classic Car & Bike Show, Doncaster Deaf Trust

July 2 Wortley Hall, Sheffield (Wortley Rotary)*

July 8 Breakfast Meet, Red Hart, Misterton 10am

July 9 Heath Common Rally nr Wakefield (YTCC & WRBG, jtu)

July 15-16 Ackworth Steam Rally*

July 16 Crowle Show

July 16 Newby Hall Rally nr Ripon (NECPWA)

July 30 South Holderness Gathering, Withernsea Promenade (EYTCC)

July 30 Sandtoft Gathering

Aug 5 Breakfast Meet, Baxters Arms, Fenwick 10.30am

Aug 5-6 Hebden Bridge Vintage Weekend*

Aug 13 Locke Park Gala, Barnsley (YTCC)*

Aug 19 Auckley Show, jtu

Aug 19-20 Lincoln Steam & Vintage Rally

Aug 20 Thwaite Mills, Stourton (NECPWA)*

Aug 20 Brodsworth Hall (EYTCC)

Aug 20 Classic car display, Victoria Park, Old Warren Vale, Rosehill Rd, Rawmarsh, Rotherham 07791 586076

Aug 26 Pocklington (NECPWA)*

Aug 27 Sewerby Hall Summer Gathering, Bridlington (EYTCC)

Aug 28 Epworth Show Contact– Tracey Irwin

Sept 2 Breakfast Meet, Red Hart, Misterton 10am

Sept 3 Breezy Knees, Warthill (NECPWA)*

Sept 3 Kirklees Light Railway, Clayton West (YTCC)*

Sept 10 Otley Vintage Extravaganza*

Sept 10 Rotherham Show Vintage Vehicle Rally

Sept 10 Wilton Park, Batley (YTCC)

Sept 10 South Yorkshire Transport Rally, SYTM

Sept 17 Wentworth Woodhouse (Gemini Events)*

Sept 17 Festival of the Plough, High Burnham Farm, Epworth

Sept 23-24 Crowle & Ealand 1940s event Contact JohnR1947@BTINTERNET.com.

Sept 24 National Coal Mining Museum, Overton (NECPWA)*

Oct 1 Crow Nest Park, Dewsbury (YTCC, jtu)

Oct 7 Breakfast Meet, Baxters Arms, Fenwick 10.30am

Oct 15 Isle of Axholme Running Day & Rally, Trolleybus Museum, Sandtoft

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

The rallies listed here are local shows & those where members are known to have visited previously.

It is the responsibility of the entrant to ensure the event they wish to enter will take place.

If you know details of any interesting 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

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

SHMC Sheffield & Hallamshire Motor Club www.sheffieldandhallamshiremc.co.uk

SYTM South Yorks. Transport Museum, Waddington Way, Aldwarke, Rotherham.

www.sytm.co.uk

tbc/tba To Be Confirmed/Announced

YTCC Yorkshire Thoroughbred Car Club www.ytcc.co.uk

YVA Yorkshire Vintage Association, www.theyva.com

When you go to events before the 2nd July, take some Deaf School show leaflets with you to give out.

List thanks to Rodger.

Hagerty Classic Car Insurance offer a discount to the Traditional Car Club
Please mention the code CCTCC when making contact so the club may retrieve the discount.



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 comfort of your own house.

N K Autostyle

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

E.mail:- nkstylingareno1@aol.com

Tel:- 07815087401



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.



Events planned so far for 2017

April 12th. Wednesday Club meeting

April 23rd Drive-it-day Car Club Run

April 26th. Wednesday Car Club meet

May 10th. Wednesday Car Club meet

May 12th-14th. Jubilee Spring Tour to Hull & East Yorkshire

May 24th. Wednesday Car Club meet

June 7th. Wednesday Car Club meet

June 10th. Saturday Sir Nigel Gresley Square static car club display, Doncaster

June 21st Wednesday Car Club meet

June 24th. Saturday. Distribution of leaflets at the Frenchgate Centre

July 2nd. Sunday Doncaster Classic car & Bike Show

July 5th. Wednesday Car Club meet

July 19th Wednesday Car Club meet

Plus Breakfast meets (page 27) and Ladies afternoon Tea events

Please note that with your membership this year you will receive FREE a large Monte Carlo style Rally Board celebrating our Golden Jubilee Year.



Jubilee Windscreen stickers are also available from Teresa at £1 each.



Traditional Car Club - Regalia



Please order from Tracy Irwin

01302 785063 or put in an order at the clubnights.

JOIN THE MEMBERS IN COLOUR

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)

What is a future classic?

This question seems to be the hot topic in the car press lately and the whole issue seems to be centred on insurance.

My view is that any car or bike that lasts the test of time will become a classic and will be welcome at clubs and shows.

I have had Sierras that were pure workhorses. They were cheap, reliable, did my 25k miles a year for work and got the family in comfortably. With one, the head gasket blew, it would have cost around £450 to get it done, around £325 to buy the parts and do it myself, or I could buy another one for £200 and be back on the road immediately. No prizes for guessing what I did. This was the fate of huge numbers of this type of car, Fords, Vauxhalls and Continentals. That is even without the effect of scrappage schemes to introduce 'cleaner' diesels.

Now, these cars are more rare, collectable with the usual rise in price, and nice to see at shows. They have become the 'my dad had one of them' cars so are popular with the younger car show visitors. These are the cars that they slept in, went on holiday in, heard dad cursing at the flat tyre and so on.

I went to a show at Brodsworth Hall and amongst the shiny offerings was a Skoda, restored and looking perfect in a light blue. It is hard to think of a more maligned car than this, even three wheelers escaped the worst Skoda jokes. Yet there it was with an admiring crowd and it deserved the attention. A lot of care had gone into it and that was appreciated by a car loving public.

The question is, should a car be regarded as a future classic just because it has come from a classic heritage and my view is no.

Owners of a newish mini or MGF seem to be arguing that their car has a classic heritage so their car is a classic. I would agree that it will become a classic, like all cars, but that their argument is flawed. They only have a name in common with their heritage so, if Ford renamed their Fiesta to Escort, would it become an instant classic?

The whole debate is about the cost of insurance and they should campaign against that rather than undermine the name 'classic' which to me denotes age, care and a little dedication to keep cars on the road for far longer than the manufacturer intended.

I couldn't claim that my house is a bungalow with an upstairs to get cheaper insurance.

What do you all reckon?

Andy

DRIVE IT DAY

SUNDAY APRIL 23rd 2017

All around the country, classic car owners will be getting out in their cars and bikes to show that they are alive and well, and so are the cars.

This year, Kevin and Tracey have organised a run to the same pub as last year, but by a different route. Cost is £10 and we need to know how many will be coming so that lunch will be ready when we get there. Route is around 60 miles and you will be in good company.

Meet at the Cherry Lane Garden Centre, Tickhill, DN11 9EX at 9.30 for light refreshments and route directions.

Lunch is at The Blue Bell Inn, East Drayton, near Retford, DN22 0LN

Return journey is to Branton Nurseries, DN3 3LT for tea, coffee and cakes.

Route will be provided but you shouldn't get lost, follow the classic in front.



DEAF SCHOOL RALLY

SUNDAY JULY 2ND



This is currently being organised with the team from the Rotary Club and we are looking forward to another great show. Passes for members will be handed out nearer to the event so get your member's rally board ready for an outing. Put the date on your club calendar or in the diary. In the meantime, look at the concours winners last year, note the sunny day.

