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SOMETHING IMPORTANT?**



**NEWSLETTER OF THE
TRADITIONAL CAR CLUB
OF DONCASTER
DECEMBER 2021/JANUARY 2022**

Editorial.

Another strange year comes towards a close. It is the time to reflect on the year past and recap on the club and activities. Well, that's easy, we haven't done much because we couldn't, but we have managed to restart the club nights. Although a bit smaller than usual so far, it has been great to meet up again, tell our daft stories and see people happy. The meeting room is big enough to keep a distance if anyone wants to whilst still being part of what's going on. We have the Christmas buffet organised for 18th December at lunchtime but you will need to say if you are coming (and bring your £4 contribution) so the pub knows how many to cater for. More detail page 21.



I have been pleased that members have sent in bits about their projects during the year because they have still been going on and they know that other members like to read about them. It is nice to hear that others have been busy and made real progress, gives a bit of support for things that the rest of us are doing. I quite like hard work, can watch it for ages.

We are hoping that we will be able to get a more 'normal' year next year but I think I said that last year.

Some events have been happening, especially outside events which most car ones are. If we can't keep a distance from others in a field, it is us that are the problem.

I have been on several camping weekends with friends in the Mazda Bongo group and felt perfectly safe. There comes a time where we have to get back out of the door, only have to choose where and when we will do it to suit our own caution.

We are looking forward to having the annual show again this year coming, may well be at Epworth as the College for the Deaf has stopped all external bookings now. Planning has already started and there will be more information as things move on.

The AGM will be held on February 5th 2022 and we hope to be able to meet together this time, the Zoom computer based meeting was not enough last year but definitely worth a try. The committee tried to hold a couple of club meetings via computer links but it didn't turn out to be for us. All credit goes to those who led that initiative though, we get dented but not beaten.

**So I went to this Eskimo restaurant.
I asked to see the menu.
The waiter said "we don't have a lot of options, so I'll
just call them out to you"
"We have Whale Meat steaks, we have Whale Meat
Curry, we have Whale Meat stir-fry and of course we
have the Vera Lynn"
I said "what's the Vera Lynn?"
He said "Whale Meat again"**

We are back to membership subs next year looking forward to being able to get the club back to usual activities, details are in the email with this Tradsheet if you get yours that way, or in print for others. Subs are from January 1st for the year.

Keep yourselves safe, not completely out of the woods yet. I hope that you all have a Merry Christmas and that we all have a Happier New Year.

Andy Campbell

Velocette LE 200

Velocette's Director, Eugene Goodman, planned an innovative and radical design that would appeal to a new market that needed cheap, clean and reliable transport. Designer Charles Udall developed the Velocette LE as a "conceived-as-a-whole" design, with engine, gearbox, drive shaft and bevel box in a single unit to do a specific job.

The Velocette LE was launched in 1948 as the "Motorcycle for Everyman". With a 149 cc four-stroke, side-valve, water-cooled, horizontally opposed twin-cylinder engine, the LE also had a radiator and was fitted with coil ignition to help starting. The hand change three-speed gearbox, engine and clutch were contained in special castings, and final drive was by a shaft mounted in a swing frame with adjustable suspension. Aluminium leg shields were designed to keep the rain off, and footboards gave it a scooter feel.



The only instrument was a speedometer. To reduce noise and vibration the pressed aluminium frame was lined with soundproofing felt. The water-cooled engine was well silenced, and riders reported that sometimes they only knew the engine was running by checking the ignition light. Carrying capacity was boosted by quickly detachable panniers and a glove compartment in front of the petrol tank. All this made the Mk I LE expensive however, at £126 compared with the BSA Bantam at £76. The odd looks also meant that it did not appeal to the usual motorcycle buyer.

Launched in 1951 the Mk II had a 192 cc engine, giving an extra 2 hp, and strengthened bearings. Sales remained poor, however, and the company had to reduce the price. The clutch was upgraded, and an Amal 363 monobloc carburetor replaced the standard unit. The rear swinging arm was uprated with cast aluminium to improve rigidity, and the brakes were improved.

A breakthrough for Velocette was when over fifty British Police forces decided to use the LE for patrols and ordered more than half the production. Ex-police machines can be identified by the after-market fittings for the police radio. These include the manufacturers data plate being moved to the headstock, the word 'POLICE' stamped under the generator cover and a distinctive V shaped pressing riveted in front of the seat. This was designed to keep rainwater out of the battery compartment.

In 1958, Velocette launched the Mk III LE with a foot-operated gear change and a conventional kick start. An extra gear was added, together with 18-inch-diameter wheels. The instrumentation was relocated to the head lamp, and the petrol capacity was increased from a meagre 1.25 to 1.62 imperial gallons.

With ten years' development, the Velocette LE was more reliable and practical, but on 3 February 1971, the company went into voluntary liquidation. The very last motorcycles made in the Veloce factory were LEs. Production of other motorcycles had been delayed or cancelled to produce the LE in various forms, and the lucrative police orders had dried up with the introduction of the "panda car" for patrol use by most forces. Kent County Constabulary purchased the remaining spare parts and were able to keep LEs running until 1974.

Metropolitan Police Officers of the time were trained to salute an Inspector or above but, when riding the Velocette LE this meant taking one hand from the handle bars, so it was agreed that, instead, they could nod to show respect. The police riders therefore became known as "Noddies", and the LE was nicknamed "the Noddy Bike".

I have only ever seen these as Police bikes, and not always when I wanted to in my rear view mirror. ED



Chair's Chat

Hello Club Members

Festive greetings to you all—seems odd saying that as it is only a couple of days after Halloween as I write this.

As some of you may have noticed I have not written a Chair's Chat the last couple of issues. This basically boils down to the fact that I have been somewhat run off my feet of late. The move of my father into our house who has reached a point where he needs a bit of support has generated a massive amount of work both in preparing our house for him to move into and then preparing his house for sale.



Add into this equation a rather mind blowing run of bad luck with numerous things at home needing repairing or replacing (including cars and related parts) and my feet have not touched the ground in the last 18 months or so. I pride myself in being able to turn my hand to most things but even I have had to relent recently and had an electrician in to diagnose a fault with our electrics—even he struggled for a while so that made me feel a little better that it was not a simple issue.

I have also not retuned to our regular meeting evenings yet and I know others of you have also made this choice. Some of you may well know my health is not what it ought to be and despite not being officially “clinically vulnerable” if it is possible to catch something I generally will and it generally hits me quite hard when I do. Lockdown gave me a wonderful example, whilst in the height of lockdown and self isolation I managed to contract Mumps, how this is even possible I have no idea but you can see why I am not so keen to give myself an opportunity to give Covid a try, especially when I have seen in this last few weeks some of my very healthy friends from school be brought to their knees with it.

Schedule and health aside and on a lighter note at the top of this ramble I wished you all festive greetings and indeed I wish you all a wonderful Christmas and New Year. May it be filled with happy times, shared with the people you love. Traditionally at this time of year it is a time to both reflect and look forward. With this in mind I would like to reflect first and take this opportunity to thank firstly the Committee for all the hard work they have undertaken both over the last year and indeed since the pandemic began.

I know there has not been the day to day logistics of organising meetings, gatherings and events so from the outside it would seem like the Club's activities were limited, but I can assure you that there has been a hive of activity taking place behind the scenes in both keeping the Club the right side of the legislation as it has developed and in trying to keep you all abreast of where the Club has stood regarding this and all the measures needed to bring the Club out of its hibernation as the legislation has eased.

Communication to you the Members was made even more difficult during this time due to technical issues the club faced with both it's e-mail and website systems. This has now been rectified as we have changed suppliers and re-built the whole system from the ground up. We also trialled out virtual meetings using Zoom calls, but the take-up was limited.

Looking forward obviously the Club's Website and e-mail communication system is now (fingers crossed) running like a well oiled sewing machine so in the event we have any further lockdowns we can still communicate with you all.

The next thing on the horizon is January 1st when membership subscriptions are due for renewal. Last year we rolled over the subscriptions due to the lack of opportunity to meet up but (fingers crossed again) the pandemic rules now mean 2022 ought to be a full season for the Club for you all to enjoy even if there are a few precautions we still all have to make when meeting.

Throughout all this Andy has kept producing the Tradsheet—the normality amid the chaos of the Pandemic—somewhat of a superhuman effort considering the technical difficulties the Club has also faced. Rodger has also been beaver away with the show dates on the website and in the Tradsheet, this has been a constantly moving target during the pandemic with shows being cancelled or dates moved, so thank you for your persistence to keep us all up to date. Additionally the Committee Members have rallied in keeping the communication going with the Burghwallis, show committees and you the Members even when that has been difficult.

Can I say a massive thank you to you all for your hard work, it is greatly appreciated. I would also like to say a massive thank you to all our Members for sticking with us through the difficult times. I know like me some are still to return physically but your loyalty towards the Club is heart warming and quite humbling to be part of so a massive thank you to all our Members for your continued support.

Then comes the A.G.M. It is with much sorrow and heart searching that I am not going to re-stand for the Chairperson role in 2022. I was first elected in the 2018 A.G.M so have held the role for 4 years by the time of the next A.G.M. It is a role I have thoroughly enjoyed doing and, who knows, one day may well stand for again, but as I am sure you can appreciate my life is somewhat hectic at the moment so I can not devote as much time to the role as it rightly deserves. I don't think it would be fair of me to try to continue knowing I can not give it my best shot, you all deserve better than that.

I hope you can understand and I wish my successor luck and happiness, whoever they may be. Telling you all now gives plenty of opportunity for one of you to decide to take up the reins and stand for 2022. I can highly recommend the role as a rewarding one, that gives great amounts of pleasure. If you would like me to continue to be involved with the maintenance and development of the Club's website and I.T. communication system I am happy to do so, as it is still possible for me to fit this into my life. Believe it or not I also find this rewarding—it's like fixing an issue on your classic—rewarding when it is fixed and working well.

So for my final time for now I wish you all a wonderful Christmas and New Year and beyond.

Thank you all,

Graham Wickham



I only heard of Richard Holgate's passing just before the last Tradsheet went to print.

Here are some words to better remember him as one of our club members, may he rest in peace.

It was very sad to hear of the passing away of Richard Holgate, a friend of many years and a long-time classic car enthusiast.

Richard, who lived in Fishlake, had a background in watch-making which led to him opening a significant and well-respected jewellery shop in Thorne, from which he and his wife Pat worked for many years until retirement. Richard continued to deal in high-end watches, along with property, not least an excellent hotel on the south coast.

I first met Richard in the early 1980s through his interest in Jaguars, at the time owning a 3.8 litre Mark 2 saloon. In later years, he accompanied us on a 16 day Jaguar oriented tour of South Africa, where we became good friends. Since that time he and Pat were involved in a lot of Jaguar Enthusiasts' Club events and tours and his collection of interesting cars grew, to include BMW, Rolls-Royce and others.

Richard was a quiet and caring man, who always showed interest in others.

A measure of the man is that, some years ago, I was to attend the wedding of the son of a senior director of Jaguar Cars Ltd., who just happened to be getting married in Doncaster. With little notice, Richard very kindly allowed me to borrow one of his Jaguars to participate in transport for the wedding.

His illness developed over the last three years to the point where he was unable to attend events or look after his car collection, and I know he missed the opportunity to interact with others, including those at the TCC.

He will be sadly missed by those who knew him, but always remembered. Our sincerest best wishes to Pat and the family, whom I will be keeping in touch with and hopefully in the not-too-distant future, we will be able to bring Pat along to meetings again.

Nigel Thorley

.....
Found this to look at in the gap between Christmas dinner supposedly being ready and actually ready, about a half hour in my experience.

I have seen the TV schedules, nothing special on so plenty of time to find the Reliant Mk 6. The clever amongst us who get this via email should be able to save this photo, enlarge it and identify more cars than the rest of us. There's a lot of British manufacturing here.



Doncaster Motor Spares

Known locally as Toll Bar Wreckers!

My father, Alan Birkby now 92 years old, lived opposite the wreckers all of this life.

He printed this picture for me to take to the car club as he thought we would find it interesting. The oak trees opposite are still there.

The bi-plane in the picture landed at the end of Toll Bar near the railway bridge then they fetched down the road to the wrecker's yard. My father is almost certain that it came from Nostell Priory in 1933/4. He has the council meeting minutes when they applied for permission (kept by his father).

He says that that built the Nissen hut building after the war, there was a petrol station in front of the Nissen hut.

The plane went before the start of the war according to Dad.



My father's jobs as a young lad was lighting fires in the stores and feeding the guard dogs. He worked there on a casual basis. The dogs ate horse meat fetched from Prosper De Molder's, Doncaster (formally a knackers yard).

A knackers yard was where old animals were killed and processed.

He remembers two lads who he worked with there, Wiggy Bennett and Dennis Midgeley.

The people who started the wrecker's yard were

Sid Martin/ Eric Bailey

Eric Martin, Sid's son

David Richard Martin, Eric's son.



Later, it became MotorHog and now Synetiq and it moved from this base to Bentley Moor Lane in the Carcroft/Adwick area.

Wonder how much those cars would be worth now, there are about 25 there in the picture plus the plane. Dad said that the yard was full, that was just a small area of the whole place. Lots of single decker buses, same front end as pick ups back then.

There is a Wombwell Foundry Engineering pick up at the front of the first photo.

Mark Birkby



**I got an email
today from a 32
year old bored
housewife, looking
for some action.
I've sent her my
ironing, that'll keep
her busy!**

Go on then, what's this E10 petrol all about?

(Information edited from FBHVC, whole thing on their website.)

The Department for Transport introduced legislation to mandate E10 petrol as the standard 95-octane petrol grade from 1 September 2021 and in Northern Ireland, this will happen in early 2022. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection' grade. The change in fuel applies to petrol only. Diesel fuel will not be changing.

Almost all (95%) petrol-powered vehicles on the road today can use E10 petrol and all cars built since 2011 were required to be compatible. The Federation recommends that all vehicles produced before 2000 and some vehicles from the early 2000s that are considered non-compatible with E10 - should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of 5%.



Ethanol is an alcohol derived from plants, including sugar beet and wheat. Increasingly, waste products such as wood are also being used to manufacture ethanol. Therefore, it is renewable and not derived from fossil fuels. Principally ethanol is being added to fuel in order to reduce carbon emissions as Britain heads towards its target of net zero emissions by 2050. According to Government experts, this will reduce greenhouse gases by 750,000 tonnes per year which, they say, is the equivalent output of 350,000 cars. The move will bring the UK into line with many European countries which have been using E10 fuels for a number of years already. In some parts of the world, such as South America much higher levels of bioethanol have been in use since as early as the 1970s.

What might happen?

Corrosion / Tarnishing of metal components, Elastomer compatibility - swelling, shrinking and cracking of elastomers (seals and flexible pipes) and other unsuitable gasket materials.

Some historic vehicles use materials in the fuel systems that are damaged by ethanol. These include

some cork, shellac, epoxy resins, nylon, polyurethane and glass-fibre reinforced polyesters. In later cars these have largely been replaced with paper gaskets, Teflon, polyethylene and polypropylene which are all unaffected by ethanol. Very old leather gaskets and seals are also resistant to ethanol.



As the ethanol molecule is smaller and more polar than conventional petrol components, there is a lower energy barrier for ethanol to diffuse into elastomer materials. When exposed to petrol/ethanol blends these materials will swell and soften, resulting in a weakening of the elastomer structure. On drying out they can shrink and crack resulting in fuel leaks.

If your fuel system has old hoses or any degradation of components, then ethanol may appear to advance these problems very quickly. You may experience leaks or fuel "sweating" from fuel lines. Some fuel tank repair coatings have been found to breakdown and clog fuel systems, although there are plenty of ethanol resistant products on the market.





What can we do?

The most important thing is to ensure your fuel system components are regularly inspected and renewed as part of a routine maintenance programme for your historic vehicles. Ultimately owners should look to renew fuel system components such as hoses, seals and gaskets with ethanol safe versions as a long – term solution and more of these are entering the market through specialists every day.

If you should decide to make the necessary vehicle fuel system modifications together with the addition of an aftermarket additive to operate your classic or historic vehicle on E10 petrol, The FBHVC strongly recommends that you regularly check the condition of the vehicle fuel system for elastomer and gasket material deterioration and metallic components such as fuel tanks, fuel lines and carburettors for corrosion. Some plastic components such as carburettor floats and fuel filter housings may become discoloured over time. Plastic carburettor float buoyancy can also be affected by ethanol and carburettors should be checked to ensure that float levels are not adversely affected causing flooding and fuel leaks.

Ethanol is a good solvent and can remove historic fuel system deposits from fuel tanks and lines and it is advisable to check fuel filters regularly after the switch to E10 petrol as they may become blocked or restricted. If your vehicle is to be laid up for an extended period of time, it is recommended that the E10 petrol be replaced with ethanol free petrol which is available from some fuel suppliers. Do not leave fuel systems dry when storing, as this can result corrosion and the shrinking and cracking of elastomers and gaskets as they dry out.

Engine tuning. Ethanol contains approximately 35% oxygen by weight and will therefore result in fuel mixture enleanment when blended into petrol. Petrol containing 10% ethanol, for example, would result in a mixture-lean effect equivalent to approximately 2.6%, which may be felt as a power loss, driveability issues (hesitations, flat spots, stalling), but also could contribute to slightly hotter running. Adjusting mixture strength (enrichment) to counter this problem is advised to maintain performance, driveability and protect the engine from overheating and knock at high loads.

Additives and vehicle storage.

Ethanol has increased acidity, conductivity and inorganic chloride content when compared to conventional petrol which is typically pH neutral. Ethanol can cause corrosion and tarnishing of metal components under certain conditions. These characteristics are controlled in the ethanol used to blend E5 and E10 European and UK petrol by the ethanol fuel specification BS EN15376 in order to help limit corrosion. Some aftermarket ethanol compatibility additives claim complete protection for operating historic and classic vehicles on E10 petrol.

The FBHVC is not aware of, or has tested any additives that claim complete fuel system protection with respect to elastomer and gasket materials for use with E10 petrol. The FBHVC therefore recommends that elastomer and gasket materials are replaced with ethanol compatible materials before operation on E10 petrol.

However, corrosion inhibitor additives can be very effective in controlling ethanol derived corrosion and are recommended to be added to ethanol in the BS EN15376 standard. It is not clear if corrosion inhibitors are universally added to ethanol for E5 and E10 blending so as an additional precaution it is recommended that aftermarket corrosion inhibitor additives are added to E5 and E10 petrol.



These aftermarket ethanol corrosion inhibitor additives often called ethanol compatibility additives are usually combined with a metallic valve recession additive (VSR) and sometimes an octane booster and have been found to provide good protection against metal corrosion in historic and classic vehicle fuel systems.



What happens if I fill up with E10 by accident?

Don't panic – your car will continue to run, just fill up with E5 at the next opportunity and avoid storing your vehicle for long periods with E10 fuel.

Again, there is a variation at the pumps, not just between brands but also between different areas of the country, some will contain a lot less but the absolute maximum is capped at 10%. It should be noted that some Super E5 Protection grade fuels do not contain Ethanol as the E5 designation is for fuels containing up to 5% Ethanol. To re-iterate, product availability varies by manufacturer and geographical location.

Matt Tomkins, an associate of FBHVC and Projects Editor of Practical Classics Magazine carried out a study of carburettor component degradation in varying concentrations of petrol/ethanol mixes whilst studying as an undergraduate student at Oxford Brookes University. This study was submitted as his undergraduate thesis and Matt has been kind enough to give FBHVC permission to reproduce it. You are respectfully requested to respect his copyright of this interesting work..

From classic and sports car.

For those that can use E10 it's not good news, either. AA technical specialist Greg Carter makes the point that the new fuel contains less energy than E5, so cars will have to burn more of it to cover the same distance.

Even the Government admits that using E10 will cost all petrol buyers more. In its impact assessment on the roll-out of the new fuel, published in 2020, it said: 'Introducing E10 will add to fuel costs paid by motorists. Moving from E5 to E10 is estimated to reduce pump price petrol costs by 0.2 pence per litre. 'However, as the energy content of the fuel will also decrease, motorists will have to buy more fuel. Overall fuel costs for petrol cars are therefore estimated to increase by 1.6 per cent as a result of moving from E5 to E10.'

That's another clue to the move. If the switch equates to a 1.6% increase in UK petrol consumption, the Treasury's income from fuel duty might increase by £13m each month, or £156m per year, the AA says. This will help claw back some of the lost income from Vehicle Excise Duty, which is calculated on CO2 emissions, as more tax-free electric vehicles go on to the road.

I believe in at least one of these guys.



From a Rolls to a Mini by Stuart Carey

Moving down to Surrey I have been more than surprised at the sheer volume of traffic on the roads compared with the open fairly less congested roads of East Yorkshire. An upstairs flat with only on road parking saw me hunting and advertising for a parking space for the Rolls and, after some enquiries, space in an underground car park about a 10 minute cycle ride away was found. Not ideal but at least under cover and relatively safe, and so the Rolls languished through lockdown and finally made its move and transition down to leafy Surrey.

After several trips to and from East Yorkshire I made the decision to part company with it for something smaller but what do you get?

Apart from a plethora of Range Rovers, Land Rover Discoveries and general 4 x 4's which seem to dominate the landscape down here, there are some more modern minis, Fiat 500's and the occasional Smart Car so I began to search for a Rolls replacement which would be easier to fit in parking spaces around here. Ruling out the Smart Car and the Modern mini, (having previously owned a diesel one with run flat tyres which kept telling me I had a flat and gave a very hard ride), I was contemplating a Fiat 500. I wasn't keen on a modern car with sensors and gadgets which you will never use so I began thinking of an older mini which being small would be easily parkable, be economical and, above all, retain its initial monetary outlay if not increase in value while owning it.

I started to search for Minis on the internet and found quite a number for sale at what seemed astronomical prices. Doing M.O.T. history searches revealed that many had had problems in the past to get through M.O.T.s especially with the dreaded rust and welding having to be done on floor pans, subframe mounts etc.

I really didn't want a car I would have to start working on so continued searching. One particular car stood out from the rest. The pictures showed it to be virtually as new and yet it was 1997 with a low mileage of some 36000. Expensive yes, but at least I wouldn't need any body work to be done in the near future.



Wheel arches looked superb as did the interior of the floor pan and underneath the car. All looked in superb rust free condition.

I contacted the company who were selling the car, Mini Me Classics at Gateshead, and found out from Paul the owner that the car was a Japanese import.

I was also looking for a car with a light coloured interior and many modern cars have black or dark grey upholstery. Paul had a mini with a beige leather interior but this one was different.



The car was a Mini Mayfair and had a Balmoral Tweed interior. Green is one of my favourite colours and this car seemed to tick many boxes especially with the wooden dash which reminded me of the Rolls.

Everything seemed to be right about this low mileage mini.

Paul wouldn't take the Rolls in part exchange but he had a friend who would and so a deal was struck. A holiday to Scotland saw us calling in to find Mini Me Classics and this particular Mini which I had begun to think about quite a lot and be impressed by. Paul had a number of different Minis in stock all having their own particular characteristics. Yes there was one with wooden door cappings, gear knob and wooden window winding handles and steering wheel which was lovely but I preferred the interior upholstery of the one I was looking at. There were a number of Mini Coopers and a variety of minis in different colours and specifications. The wait for re-registration in this country was about 10 weeks and the number had only just come through shortly before we visited Paul.



The Mini has an automatic gearbox (I prefer Manual) , Air Conditioning, Tinted windows all round.



Seeing the car in the flesh, I continued to be impressed by its condition. It was then agreed that, following its registration, I would drive the car back home to Surrey on our return trip from Scotland which was duly accomplished .



The Rolls departs for its new life with a new custodian and the Mini now has a new life down south in this country. Does it fit on the street?



Yes, occasionally, for it still shares the same spot where the Rolls was, underground, safe and dry .

Merry Christmas all, Stuart Carey.

Inter Car Club Quiz report 2021/2022

The results for October 2021 To announcing the Winner and runner up positions

Ladies & Gentlemen ... It was a great pleasure and a very warm welcome from Tony and myself for the restart of our popular Inter club Quiz nights after such a long interlude.

But all rounding off an excellent evening.....Finally Tony again thanking all for attending and wished all a safe journey home

Morris Minorsin sixth place with19points

Traditional Car Club.....in fifth place with.....20 points

Citroen CV Clubin fourth place with...22 points

Wetherby CC.....in third place with.....23 points

City of Leeds MG & CCC.....in second place with...27 points

YTCC.....in First place with ...28points

We therefore declare YTCC as Octobers winner

Congratulations !!

PS....Can Tony and I express a great big thank you to all car clubs for attending and supporting our fresh new season and also all helpers on the night

Thank You!!

Tony & Roland

Dates of future quiz nights in Wakefield are on the events pages, apparently we need a bigger team.



Autumn Closer October 2018





Eggborough Power Station-Breakfast meeting May 2019

Remember the railway?





Above-Autumn Closer October 19

Below– Drive it day April 19





Breakfast meeting-White Hart July 2017, look at that sunshine.



I was given some really nice albums of old photos for the club archive with club members in by Roy Marshall, scanner has given up right now so can't include them this time. Thank you very much, Tradsheet next time Roy, I hope.

(This is Roy's car, I know we know the cars more than names)



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And now for a little club business.

The club Christmas buffet will be held at The Burghwallis on Saturday 18th December, meet around 1pm and buffet at 2pm. There is a £4 charge for this with the club subsidising the rest as usual. Let us know as soon as possible that you want to come along if you haven't put your name on the list at club nights.

Membership subs— yes they are back. The easiest way to do these now that we are sending Tradsheet via email to most members is via bank transfer although cash and cheques are still perfectly ok.

We will abandon the renewal membership form for now and we only need to know if you have changed your address or email address so that we can still contact you. Fuller details will be in the email that sends Tradsheet.

Those receiving Tradsheet by post will have a page enclosed with application form and payment details so that covers everyone.

Formal notification of the Club's Annual General Meeting.

This is planned for Wednesday 9th February at the Burghwallis at 8pm and the agenda will follow the normal pattern.

The meeting will consider the minutes from the 2019 meeting and notes from the inquorate Zoom meeting in 2020.

We will elect the Committee for the forthcoming year, consider the accounts and hear reports on the year's club activity (this will be a short item).

We will consider any motions that have been put forward and vote on them.

We will take any questions and have any discussion that members want about the club and motoring generally.

The full agenda, minutes of previous meetings and committee nomination forms will be contained in the next Tradsheet which will be ready for 26th January, two weeks prior to the AGM which is in good time for members to do anything they need prior to the meeting.

The meeting quorum is 30 members and hopefully we can bring ourselves back up to date after the hiatus caused by the virus.



COP 26 and the environment

Not long ago now, we had the COP26 meeting with all it's promises for the future. To many, the fact that it is number 26 and we still have huge amounts to do tells it's own story. (Incidentally, the story that diesel generators were used to charge the showpiece electric cars was busted as untrue.)

Transport was obviously a big thing to consider but is that being used to obscure the bigger issues by making the issue one for all of us to solve individually while the others carry on as usual?

I think that most ordinary people do see that there is an issue and are, in fact, prepared to make changes. There used to be a lot of recycling when the big bins could be found in shop car parks, this rose significantly when councils started the doorstep collections and people seem fine with sorting into the various categories. All a bit shocking to then see that same recycling blowing around where it has been transported to and dumped in Africa or India where it then gets into river systems and flows to the sea.

Another hobby that many have is gardening. I read, in my magazine from Organic Gardening, that the RSPB has done a survey on peatlands. 75% of Scotland's peatlands have been degraded by draining, overgrazing, burning, and extraction showing that the release of stored carbon is equivalent to 5% of all UK emissions and more than the annual emission from all HGV vehicles on our roads.

On the news today, there was an item about Japan's plans to become carbon neutral. They plan to switch to hydrogen rather than the coal they currently use. They have built a huge ship to transport liquefied hydrogen from Australia. All very good except that the hydrogen they will buy will be made from the same coal that they are technically giving up. This, I suspect, is only one example of hiding the truth about carbon footprints. The game at present is not to make big change but rather to find better ways of hiding it.

So, we return to cars, as you knew I would eventually. We know that that the environmental cost of building and scrapping cars is significant compared to driving them. The longer a car is roadworthy, the better for the environment.

The idea that people scrap cars with MOT and some years life yet to buy an electric one is ridiculous. These, for us, are future classics and we have already seen huge numbers disappearing into scrappage schemes for no real gain for anyone but business.

I would consider an electric transplant into any classic that I had but not at the prices as they are now, total false economy for me and most others I think. Modern cars, electric or not, have become so expensive to maintain and the home mechanic won't have the computers needed to fix them so they will be scrapped sooner purely because of economics. This does not help carbon but does, again, benefit manufacturers.

Be ready to support FBHVC and others when we, as car drivers, are blamed for the environment crisis, tell them to start with the big issues first and start tracking the carbon footprint of new ideas from start to finish not just the shiny bit in the middle. Telling the truth might be a novel concept nowadays but it is essential.

Andy Campbell



Information taken from club & event websites, social media & other publications

Exhibitors should contact the appropriate organisation for further information. DO NOT contact the Traditional Car Club about events organised by others. *=Postal entry form available.

Updated 24th November 2021

Events 2021 Abbreviations below

Dec 27 Huddersfield Autojumble, **CANCELLED**

2022 (Currently all provisional)

Jan 31 Inter Car Club Quiz, Horbury WMC, Cluntergate, Horbury Wf4 5DB, 8pm

Feb 4 Morgans Yearbook publication date

Feb 28 Inter Car Club Quiz, Horbury WMC, Cluntergate, Horbury Wf4 5DB, 8pm

Mar 18-20 Practical Classics Restoration Show, NEC Birmingham

Mar 28 Inter Car Club Quiz, Horbury WMC, Cluntergate, Horbury Wf4 5DB, 8pm

Apr 17-18 Memories of the 1940s Homefront, Crich Tramway Museum

Apr 22 Humber Bridge Classics Night (EYTCC) **TBC**

Apr 24 FBHVC Drive it Day

May 2 Yorkshire Classic Show, Ripley Castle (MW)

May 2 Duncombe Park Country Fair, Helmsley, N. Yorks.

May 2 Crow Nest Park, Dewsbury (YTCC)

May 8 Normanby Hall Classic Show (Lincs A30/35 OC)

May 8 Burton Agnes Hall near Driffield (EYTCC)

May 14 Notts County Show

May 14 Middlestown Gala (YTCC only)

May 15 Barnsley MMOC Annual Rally, Graves Park, Sheffield

May 21-22 Haworth 1940s weekend

May 27 Humber Bridge Classics Night (EYTCC) **TBC**

June 2 Keighley Festival of Transport

June 2-5 Lakeside Outlet, Doncaster (Victoria Cross Trust) <https://victoriacrosstrust.org/> Sign the sheet

June 4-5 Classic & Performance Show, Tatton Park, Knutsford, Cheshire (CAP)

June 5 Messingham Show

June 5 Thornton le Dale Classic Show*

June 12 Gringley Open Gardens & Classic Show

June 12 Ripon Classic Show, Ripon Racecourse (MW)

June 12 East Coast Run (EYTCC)

June 12 Oakwell Hall, Batley (Yorks Rover Club)

June 12 Locke Park, Barnsley (YTCC)

June 19 Brocklesby Country Fair

June 19 Parkside Classic Run (CS)*

June 19 Mini Seven Lakes Show, Crowle (TVMOC) billhatfield@hotmail.co.uk

June 20 Hope Motor Show

June 21 Eckington Classic Rally, Renishaw Hall nr Chesterfield

June 22 Beverley Midsummer Gathering (EYTCC)

June 24-26 Yorkshire Motorsport Festival, Wilshaw Mill Road, Holmfirth HD9 4EB

June 25-26 Little Weighton Steam Rally (EYTCC)

June 25-26 Sheffield Steam Rally, Rackford Road, North Anston, Sheffield

June 26 Horbury Show



July 1 Humber Bridge Classics Night (EYTCC) **TBC**
 July 2-3 Duncombe Park Steam Rally, Helmsley, N. Yorks.
 July 3 Classic Gathering, Keighley RUFC, Skipton Road, Utley BD20 6DT andertonandy@yahoo.co.uk
 July 3 Sewerby Hall & Gardens (EYTCC)
 July 9-10 Woodhall Spa 40s Festival*
 July 10 Hornsea Classic Car Show, Hall Garth Park
 July 10 Wortley Hall Classic Rally, Sheffield (Rotary)
 July 16 Bishop Wilton Show
 July 16-17 Masham Steam Rally
 July 17 Newby Hall, Ripon (NECPWA)
 July 17 Crowle Show
 July 17 Ashover Classic Rally (Rotary)
 July 24 Ripon Classic Car Gathering, Ripon Racecourse (Ripon Old Cars)
 July 24 Aldborough & Boroughbridge Show
 July 29 Humber Bridge Classics Night (EYTCC) **TBC**
 July 31 Sandtoft Gathering (TM)
 Aug 6-7 Hebden Bridge Vintage Weekend
 Aug 7 Sykehouse Show
 Aug 7 Tockwith Show
 Aug 7 Harrogate MG Club Northern Rally*
 Aug 12-14 VW Festival, Harewood House, Leeds
 Aug 13-14 Driffield Steam Fair
 Aug 14 Locke Park, Barnsley (YTCC)
Aug 20 Auckley Show
 Aug 20-21 Passion for Power, Tatton Park, Knutsford, Cheshire
 Aug 26 Humber Bridge Classics Night (EYTCC) **TBC**
 Aug 28 Summer Gathering, Sewerby Hall (EYTCC)
 Aug 28 Netherton Gala (YTCC only)
 Aug 28 Ripon Classic Show, Ripon Racecourse (MW)
 Aug 28 Heath Common Classic Rally (Colin Aylward 07761 435000)
 Aug 29 Yorkshire Classic Show, Ripley Castle (MW)
Aug 29 Epworth Show, TCCD only, limit 40 cars. Sign the sheet when available.
 Sept 4 Burton Constable Hall, Skitlaugh near Hull (EYTCC)
 Sept 4 Wragby Show
 Sept 10 Penistone Show
 Sept 10-11 Heartbeat Rally heartbeatrally@sky.com
 Sept 10-11 Driffield Car Craze, Driffield Showground
 Sept 11 Otley Vintage Transport Extravaganza
 Sept 16-18 Doncaster VW Festival, Parklands, Doncaster
 Sept 18 YHVG Rally, Knavesmire, York*
 Oct 16 Isle of Axholme Running Day, Sandtoft (TM)



Newark autojumble provisional dates; 30 Jan 2022, 20 Feb, 10 Apr, 5 Jun, 17 Jul, 14 Aug, 18 Sept, 23 Oct, 20 Nov, 11 Dec If you wish to enter an event please refer to the Events Folder which will give more details. If you know details of any local events, please inform Rodger. **A copy of an entry form**, gives others the opportunity to enter.

Abbreviations:

AG Andrew Greenwood Shows www.classicshows.org
CAP Cheshire Auto Promotions www.cheshireautopromotions.co.uk
CS Crooked Spire Classic Tours <http://www.crookedspireclassic.co.uk/>

DBM Dewsbury Bus Museum www.dewsburybusmuseum.org

EH Organised by English Heritage www.english-heritage.org.uk 01302 722598 / 0370 3331181

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

GVEC Glossop Vehicle Enthusiasts Club www.gvec.club

GYTEC Great Yorkshire Traction Engine Club
www.gytec.weebly.com

JB John Brook, Brickyard Farm, Badsworth, Pontefract
WF9 1AX (brickyardorganic@yahoo.co.uk)

JTU Just turn up

LLMC Lincs Louth MC <http://www.lincslouthclassics.co.uk/>

LVVS Lincolnshire Vintage Vehicle Society
www.lvvs.org.uk

MMOC Morris Minor Owners Club www.mmoc.org.uk

MW Mark Woodward Shows
www.markwoodwardclassicevents.com

OS info@outdoorshows.co.uk, 08432 897631 <https://outdoorshows.co.uk/>

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

NVTEC National Vintage Tractor & Engine Club www.penninegroup.net

NYMR North Yorks Moors Railway <https://www.nymr.co.uk/Pages/Events/Category/events>

PWA7C Pre War Austin 7 Club www.pwa7c.co.uk

SHMC Sheffield & Hallamshire Motor Club

SYTM South Yorks. Transport Museum, Waddington Way, Aldwarke, Rotherham. www.sytm.co.uk

TBC/TBA To Be Confirmed/Announced

TCCD Traditional Car Club of Doncaster, www.traditionalcarclub.co.uk

TM Trolleybus Museum, Sandtoft www.sandtoft.org.uk

TVMOC Trent Valley Mini Owners Club <http://trentvalleymoc.co.uk/>

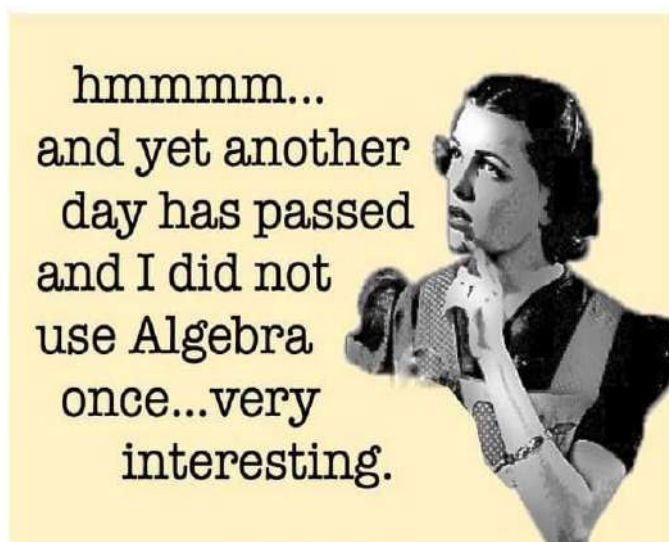
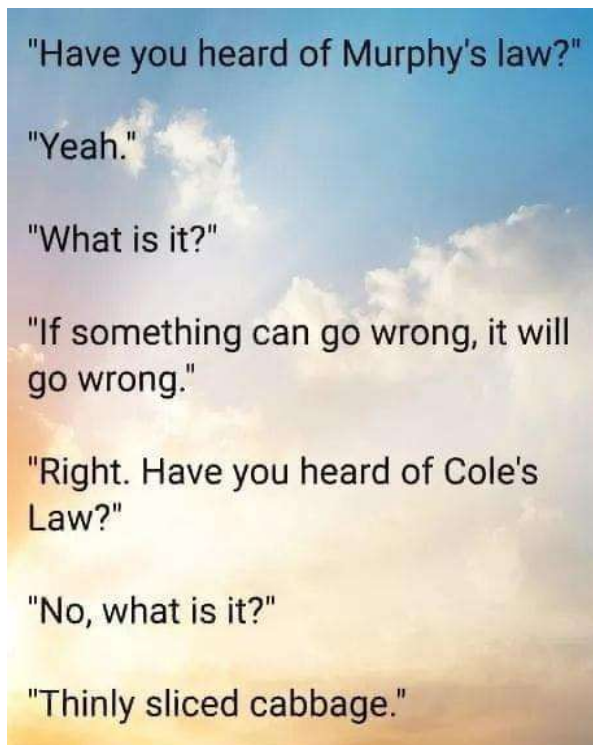
WRBG West Riding Bus Group

YHVG York Historic Vehicle Group www.yhvg.uk

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

Other event sources:

In the north; <https://morgansyearbook.co.uk> In the south; www.yeomansyearbook.org.uk



Lagonda is a luxury British Car brand established in 1906, which has been owned by Aston Martin since 1947. The trade-name has not had a continuous commercial existence, being dormant several times, most recently from 1995 to 2008 and 2010 to 2013.



The Lagonda company was founded in 1906 in the UK in Staines, Middlesex, by American-born Wilbur Gunn (1859–1920), a former opera singer. He became a British national in 1891 and worked as a speedboat and motorcycle engineer in Staines. He named the company after the Shawnee settlement "Lagonda" in modern-day Springfield, Ohio, the town of his birth. This is a glacially eroded limestone gorge of much beauty.



1913 Lagonda ever fly-off handbrake.

He had originally built motorcycles on a small scale in the garden of his house in Staines with reasonable success, including a win on the 1905 London–Edinburgh trial. In 1907 he launched his first car, the 20 hp, six-cylinder Torpedo, which he used to win the Moscow–St. Petersburg trial of 1910. This success produced a healthy order for exports to Russia which continued until 1914. In 1913, Lagonda introduced an advanced small car, the 11.1, with a four-cylinder 1,099 cc engine, which, by 1914, featured a panhard rod and a rivetted unibody construction and the first

The ratchet control button on the end of a fly-off handbrake is designed to work in the opposite way to what is normally expected. If the lever is lifted or pulled back to the "on" position, on letting go it immediately releases unless the end button is pressed and held in place before letting go of the lever. Once set, the brake is released by lifting the handbrake lever (not pushing the button) in the setting direction (up or back). This mechanism was traditionally fitted to sports cars to facilitate a racing get-away, such as at traffic lights. It can also be used to help the back wheels to slide, without the worry of the ratchet leaving the brake on.

After the end of WW1, the 11.1 continued with a larger, 1,400 cc, engine and standard electric lighting as the 11.9 until 1923 and the updated 12 until 1926. Wilbur Gunn dies in 1920 so three existing directors took charge. The first of the company's sports models was launched in 1925 as the 14/60 with a twin-cam 1,954 cc four-cylinder engine and hemispherical combustion chambers. The car was designed by Arthur Davidson who had come from Lea-Francis. A higher output engine came in 1927 with the two-litre Speed model which could be had supercharged in 1930.

A lengthened chassis version, the 16/65, with a six-cylinder 2.4-litre engine, was available from 1926 to 1930. Their final car of the 1920s was the three-litre using a 2,931 cc six-cylinder engine.

This continued until 1933 when the engine grew to 3,181 cc and was also available with a complex eight speed Maybach transmission as the Selector Special.

1922 Lagonda 11.9 Roadster



A new model for 1933 was the 16–80 using a two-litre Crossley engine with pre-selector gearbox from 1934. A new small car, the Rapier came along in 1934 with a 1,104 cc engine and pre-selector gearbox. This lasted until 1935 but more were made until 1938 by a separate company, D. Napier & Son of Hammersmith, London. At the other extreme was the near 100 mph, 4.5-litre M45 with a Meadows-supplied six-cylinder engine. A true sporting version, the M45R Rapide, with a tuned M45 engine and a shorter chassis, achieved a controversial Le Mans victory in 1935. Also in 1935 the three-litre grew to a 3.5-litre.



**4½-litre M45
sports tourer, 1934**

All was not well financially and the receiver was called in 1935, but the company was bought by Alan P. Good, who just outbid Rolls-Royce. He also persuaded W. O. Bentley to leave Rolls-Royce and join Lagonda as designer along with many of his racing department staff. The 4.5-litre range now became the LG45 with lower but heavier bodies and also available in LG45R Rapide form. The LG45 came in three versions known as Sanction 1, 2 and 3 each with more Bentley touches to the engine. In 1938 the LG6, with independent front suspension by torsion bar and hydraulic brakes, came in.

Along with ex-Rolls Royce employees, Stuart Tresillian and Charles Sewell, and design expert Frank Feeley, Bentley hid distaste for the primitive conditions of Lagonda's factory, and got to work on the new engine that was to become his masterpiece, the V-12, launched in 1937. The 4,480 cc engine delivered 180 bhp and was said to be capable of going from 7 to 105 mph in top gear and to rev to 5,000 rpm. The car was exhibited at the 1939 New York Motor Show: "The highest price car in the show this year is tagged \$8,900. It is a Lagonda, known as the "Rapide" model, imported from England. The power plant is a twelve-cylinder V engine developing 200 horsepower."

Richard Watney was managing director of Lagonda at the start of the Second World War:

He was Rootes' retail sales manager for the London area until 1935, when he became managing director of Lagonda Ltd. He was a production expert, who during the war organised and controlled for Lagonda one of the largest British gun production plants, and also plants which produced 50,000 25 lb shells a day. Watney also developed and produced the "Crocodile" and "Wasp" flame-throwing equipment for armoured vehicles."

Watney finished second at Le Mans in 1930 driving a Bentley. He returned to Rootes in 1946, and was posted to Australia. He was killed in a car accident in Melbourne in 1949.

In 1947, the company was taken over by David Brown and moved in with Aston Martin, which he had also bought, in Feltham, Middlesex. The old Staines works at Egham Hythe passed to Petters Limited, in which A.P. Good had acquired the controlling interest. Production restarted with the last prototypes from Bentley, the 1948 2.6-litre with new chassis featuring fully independent suspension. Its new 2,580 cc twin overhead cam straight-six became the basis for the Aston Martin engines of the 1950s. This was replaced by the 3 litre in 1953 and continued to be available until 1958.

Many thought that the marque had disappeared, but in 1961 the Rapide name was resurrected, with a four-door saloon based on the contemporary Aston Martin DB4, with an aluminium body by Carrozzeria Touring of Milan and a 3,995 cc engine capable of taking the car to 125 mph. By this time, Aston Martin-Lagonda as it now was, had moved to Newport Pagnell in Buckinghamshire. The Rapide lasted until 1965.



In 1969, the Lagonda name was briefly resurrected, appearing on a four-door prototype of the new DBS model. The prototype was allocated chassis MP230/1, and was retained by the factory until 1972 and used by Sir David Brown as his personal car, registered "JPP 5G". The car originally ran a prototype five-litre V8 engine but this was quickly replaced by an early 5.3-litre production quad carb version (VS4008EE).

Lagonda Rapide, 1964 Between 1974 and 1976, seven Lagonda four-door saloons were produced based on the 1969 prototype. The production models adopted a single-headlight treatment with a Lagonda "horseshoe" grille in place of the twin-headlamp treatment of the prototype.

In 1976, a new Lagonda saloon appeared, the large and futuristic Aston Martin Lagonda designed by William Towns. This low, rather square, wedge-shaped car was built on Aston Martin V8 components and was available until 1990. A total of 645 were built.

Aston Martin produced a concept car called the "Lagonda Vignale" at the 1993 Geneva Motor Show.

During 1993–94, nine Lagonda four-door saloons and seven shooting brakes (badged on the rear door or tailgate as Les Vacances) were made based on a stretched Aston Martin Virage. These are the only factory-built shooting brakes in Aston Martin's history; six were bought by a foreign royal family. They could be ordered with the 5.3-litre V8, 310 hp, or the 6.3-litre V8, 500 hp engine.

Aston Martin said on 1 September 2008, as reported by Automotive News Europe, that it would re-launch its Lagonda brand to help it expand into new markets such as luxury saloons and celebrate Lagonda's centennial anniversary in 2009.

"The Lagonda brand would allow us to develop cars which can have a different character than a sports car," said CEO Ulrich Bez in a statement. "Lagonda will have its own niche with luxurious and truly versatile products suitable for both existing and emerging markets".

"Lagonda models would be vehicles that could be used all year round in markets such as Russia where specialized sports cars such as Aston Martins could only be used for three or four months each year", said Aston Martin spokeswoman Janette Green.

At the 2009 Geneva Motor Show, Aston Martin unveiled a 4WD, four-seat SUV to commemorate the 100th anniversary of the first Lagonda car. It includes a V12 engine and 22-inch wheels.

The Rapide name was revived in 2010 as the Aston Martin Rapide saloon.

Aston Martin confirmed the revival of the Lagonda brand on 9 March 2011. The new range initially consisted primarily of high-end SUVs.

In 2014, however, Aston Martin announced a large, low-bodied saloon version, the Taraf, a £1 million car powered by a Normally Aspirated V12 producing 565 hp and 465 lb-ft of torque. The Taraf was limited to only 200 production units and is being sold in the UK and US markets, despite initial plans to be offered only in the Middle East.





For a company starting off in the early days of motoring, it probably seemed perfectly obvious to build a car where the driver's view was obscured by the two passengers sitting on the strange projection at the front. Maybe modelled on a shop bike but instead of the basket, it had that seat. Of course, if the driver needed a better look at something, he (and it would have been a he in those days) only had to hit the brake and catapult the passengers off for an uninterrupted view of any impending hazard.

This one is a 4.5 litre drop head coupe from 1940. This was the year of the Blitz, and the big engine would get him out of trouble nice and fast while the passenger could drop that roof and say which way the enemy planes were coming from so the driver knew which way to steer to avoid being shot at.



This one is an Aston Martin Lagonda from 1989. Well that's what the legend says but it looks a bit like a De Lorean so could just as easily been from Back to the Future or even Forward to the past. With all the secret building and testing that goes on with technology being hidden from competitors' spies, hard to say quite when it first appeared, or even when it appeared next. Time travel is just so complicated.

This last one is the 2015 Lagonda Taraf. I wouldn't normally put a modern car in but doesn't it look like a Mondeo, some of which are classics now. Maybe it is a Lagonda security cloaking system, as they would usually be more of a target than the Ford.

Good disguise I reckon.





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Ford 400E van.

The Ford Thames 400E is a commercial vehicle that was made by Ford UK and introduced in 1957. Production of the range continued until September 1965, by which time a total of 187,000 had been built.

A wheelbase of 84 inches was chosen, upon which was accommodated a van body of 180 cubic feet capacity. After some discussion, independent front suspension was sanctioned, but not of the MacPherson strut type which Dagenham had pioneered in the monocoque passenger car applications for which it had been specifically designed in the first place. This system was considered, but its inclusion in the forward control, forward

entrance van would, primarily because of the strut height, have placed serious restrictions on cab design particularly in respect of entry. Instead, a system of coil springs and transverse wishbones was agreed upon.

An ideal engine and transmission existed amongst Dagenham's passenger car range, this being the Consul's 1703 cc ohv engine, with its associated three speed gearbox with synchromesh between the upper two ratios and a column gear-change mechanism, and the two pinion differential three quarter floating final drive. The low compression (6.9: 1) version of this engine, developing 53 bhp at 4400 rpm was chosen, with the Consul's regular high compression cylinder head (7.8:1) being optional on the new van. A further option was to be the Perkins 4/99 diesel, this being a 1.6 litre four cylinder unit producing only 42 bhp therefore somewhat marginal from a performance viewpoint but offering useful long term economies over the petrol engine.

From January 1963 an improved version of the 1703 cc engine was introduced for the range being uprated to 55 bhp in low compression form, while for premium petrol users a high compression head was offered which gave this Zephyr 4 unit an output of 58 bhp. A four speed all synchromesh gearbox was also available from this time and, if fitted, a heavy duty back axle with a four pinion differential was specified.

The Thames van was also instrumental in helping the motorised caravan or campervan to establish itself in a period when people were extending their horizons with regard to holidays and camping. The Ford Thames 15 cwt van formed an ideal base for a motor caravan because it could double as an ordinary vehicle during the week and be used for picnics or breaks away from home at weekends. Its roughly square shape lent itself well to conversion to a caravan, as many people had noticed when they saw the estate car and 12 seater bus versions.

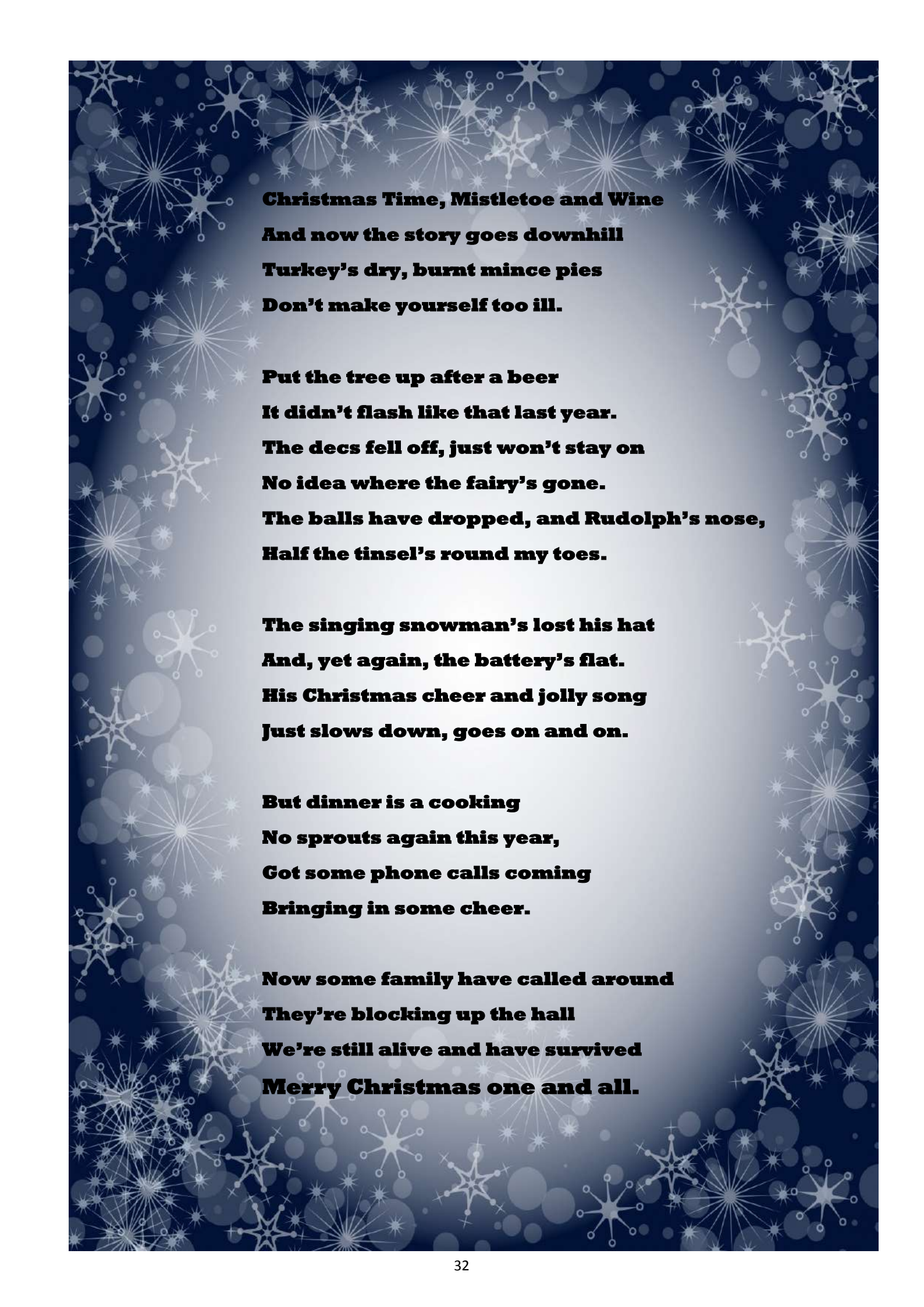
Another virtue of the vehicle was its engine size, for at 1,703 cc, it was considerably larger than its contemporaries and was well suited to the considerable weight of some of the caravan conversions. For convenience a higher roof line was needed, although some conversions used the elevating or folding extensions to minimise travelling height and cost.

The Martin Walters conversions, known as the Dormobile were once synonymous with the word campervan. In fact, before the modern popularity of the VW campervan, most people used the brand name Dormobile to describe a campervan.

(Yes, I have been in that pub, not far from my childhood home, and did have that engine in my Zephyr, but that's not important right now.)

Andy Campbell





**Christmas Time, Mistletoe and Wine
And now the story goes downhill
Turkey's dry, burnt mince pies
Don't make yourself too ill.**

**Put the tree up after a beer
It didn't flash like that last year.
The decs fell off, just won't stay on
No idea where the fairy's gone.
The balls have dropped, and Rudolph's nose,
Half the tinsel's round my toes.**

**The singing snowman's lost his hat
And, yet again, the battery's flat.
His Christmas cheer and jolly song
Just slows down, goes on and on.**

**But dinner is a cooking
No sprouts again this year,
Got some phone calls coming
Bringing in some cheer.**

**Now some family have called around
They're blocking up the hall
We're still alive and have survived
Merry Christmas one and all.**