



Founded 1967



**NEWSLETTER OF THE
TRADITIONAL CAR CLUB
OF DONCASTER**

FEBRUARY/ MARCH 2022

Editorial.

Hello all.

Two main issues this time are subscriptions and the Annual General Meeting to be held on 9th February 2022.

Thank you to those who have sent in their subscriptions already, they are due from 1st January each year so are now due. Options are cash, cheque or bank transfer, all money counts. (writing this reminded me to do mine-oops)

The Annual General Meeting is currently planned for 9th Feb and the agenda, last meeting minutes and notes are on pages 5 to 8. At present, there are no rules that stop us holding the AGM as planned and we expect that to stay the same. If there is any change, it will be highlighted by message, letter and website as soon as it happens so double check. It is, of course, up to you what you do in regard to virus precautions and members' wishes on that will be respected, it is a large room that we meet in.

This coming year will see a change in your committee so your opinion, nominations and votes are needed.

Graham Wickham will stand down as Chairperson, Teresa Wakefield will stand down as Treasurer and Linda and Barry Duffell will stand down as committee members. Each of them has done more than their fair share for the club and they will all step aside from the committee with our thanks. In their own way, they have helped the club running well by either leading the meetings, keeping the accounts up to scratch or going round an elusive membership to get the attendance list filled in, all of which have been vital roles carried out well.

We must elect the Chairperson, Secretary and Treasurer at the AGM, in line with the rules, plus other committee members who will agree their respective roles at the first committee meeting. More on the committee on page 9, do you want to join it?

About this point I usually give an update on progress with my cars. Well, you all have windows so know that it has been cold, damp and grey so you can guess for yourselves. The Herald has definitely suffered from just sitting there for nearly 2 years now apart from back and forth in the front garden, needs driving a distance to shake the damp out and keep it ok, will have to check how it is one sunny day.

We are starting to see the club coming out of its imposed slumber and, hopefully, the worst of the pandemic is behind us if we generally don't go silly. There is the news coming of shows that should go ahead this year, most are outdoor events so can be quite safe for all with a little care.

Always a little slower in the club at this time of year because of the dark, cold evenings but, by the next Tradsheet, the evenings will start to come back, spring will be in full flow, crocus blooming, daffs on their way, new leaves on the trees and birds nesting again. Drive it day is usually April as a season starter for many.

In the midst of the winter gloom, there is always something to look forward to, go out in your garden and you can see it starting already.

Keep safe

Andy Campbell

Saw a mention on this car in the FBHVC newsletter,

1926 Cirrus Buick

The Cirrus Buick is quite a flying machine, almost literally, the Buick chassis is mated to a 5 litre, 4-cylinder Cirrus Mk 3 engine from a 1927 Gypsy Moth. The engine was removed from an aircraft that crashed in Australia in 1931, the engine was subsequently fitted to another Moth that crashed in the Fifties!



The standard compression ratio for this engine is 5:1 but this has high compression pistons and is closer to 6.5:1.

It will run on almost any fuel! It develops 120bhp and with a weight of approximately 400kg delivers a top speed of 140mph with 55mph attainable in second gear at 2,000rpm. It has a GN/FN front axle with Alvis steering box and Bean 19hp, 4 speed crash gearbox driving a late 20's / early 30's Chevrolet rear axle with Albion differential. The car is displayed by the Overdrive Club in support of the Federation Skills Trust and after many years of inactivity looks forward to a season of racing and hill-climbing next year.

Well, this led me to a Buick Cirrus concept car from 1969,

The car was designed using aircraft principles and started life as a GM-X, which was exhibited at the 1964 New York World Fair.

Apparently the rear lights were blue but turned red on braking.

Can only guess what motoring law would say about that sharp pointy front.

Looks inspired by the futuristic programmes like Thunderbirds and UFO. I like the way that the woman alongside it is either amazingly tall or standing on a box.

I now know to be very careful when looking up any information on Escorts.



54th Annual General Meeting of the Traditional Car Club

Wednesday 9th February 2022 at 8pm Agenda

1. Meeting opened by Chairperson
2. Apologies for absence
3. Approval of the minutes of the 2020 AGM and notes of the 2021 inquorate AGM
4. Matters Arising
5. Chairperson's Report
6. Treasurer's report
7. The 2021 Club Committee stand down
8. Nominations for 2022 Club committee announced
9. Election of 2022 Club committee and ex-officio committee members
10. Motions- consideration of any motions proposed
11. Any other business
12. Presentation of awards – (Suspended as no activity during 2020/1)
 - Diane Trophy– (for the most active gentleman)
 - Wilsic Shield-(for the most active Lady)
 - Excelsis award-(for the owner of the vehicle which scores most points during the year at club events and meetings)
13. Open discussion forum
14. Date and time of next AGM

As the weather makes roads a bit worse to drive on at this time of year, make sure that you are prepared for breakdowns, long traffic queues and road closures just in case.

Carry some essentials with you, something to eat, drink and keep you warm. The heater only works with the engine running so you will get cold very quickly if it stops and you wait for a long time for breakdown recovery. Check your spare tyre, if you have one, make sure it has air in it otherwise you might need one of these.

Can only be used by women, according to the sexist advert of the day, so make sure that there is a woman in the car when you get a flat. It doesn't say if you need to know them or not. What could possibly go wrong?

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The Traditional Car Club of Doncaster

FOUNDED 1967

Minutes of the 52nd Annual General Meeting

Wednesday 12th February 2020, 8.00 pm, at The Burghwallis, Doncaster

Present

Graham Wickham (Chairperson) (GW), Graham Canty (Vice Chairperson) (GC), Sue Canty (SC), Teresa Wakefield (TW), Andy Campbell (AC), Tracy Irwin (minute taker), Kevin Irwin, Rodger Trehearn, Linda Duffell, Barry Duffell, plus approx. 39 members.

Meeting opened by Graham Wickham, Chairperson.

Apologies for absence

Apologies were received from:

Christine Jewison, Les & May Bryan, Gerry Emms, Brian and Ivy Close, Sue & Tony Arturi, Ron Wickham, Chris and Anne Pick, Jim Konstandelos, Jim Molyneux, Mel and Jan Turner, Hermann Swieter

Approval of the Minutes of the 2019 AGM

The minutes of the 51st AGM were approved and accepted as a true record. Proposed by Trevor Kirk seconded by Colin Bailey.

Matters Arising

Additional costings from Joint Membership:

GW reported that additional costs to the club since the joint membership proposal came into place came to a figure for the year of £80.48 (additional costs taken from Drive it day and Autumn Closer runs, the Christmas meal is already subsidised).

Chairpersons Report

GW opened by asking for a minutes silence in memory of those members who have passed away over the last year. He then went on to summarise the many events that have taken place over the year, including Drive it Day, Cusworth Hall, Guest speaker – Charlie Brown, Deaf College, Epworth Show, Sandtoft Trolley Bus museum, Drifffield show, 7 Lakes 1940s, Club pic nic at Teresa's, the Autumn Closer run, Haloween evening and the Christmas party to name but a few.

Club members have attended many shows and GW invited members to post photos of shows they have attended to be posted on the Club Facebook page. GW reported that the 1940s event in May held at the Burghwallis was a huge success and received positive member approval.

Treasurers Report

A copy of the Income and Expenditure Accounts up to 31st December 2019 was presented by Teresa Wakefield. Total club funds stands at £11,610.25.

The 2019 committee then stood down.

Nominations for committee members and ex-officio members 2020

These were given as:

Graham Wickham (Chairperson), Graham Canty (Vice Chairperson), Teresa Wakefield (Treasurer), Andy Campbell (Secretary, Club Archivist & Tradsheet editor), Tracy Irwin & Sue Canty (membership secretaries), Tracy Irwin (Regalia), Sue Canty (members welfare), Barry and Linda Duffell (Diane Trophy scorers), Kevin Irwin (Health and Safety) and Trevor Kirk.

Election of 2019 Club committee and ex- officio committee Members

All the above were duly proposed and seconded on block. (Roles to be confirmed at the first meeting of the new Committee on 19 March 2020).

GW thanked all committee members for their hard work and support.

Motions – consideration of any motions proposed 2020.

None.

Any Other Business

None.

Presentation of awards:

The Diane Trophy 23 points – Rodger Trehearn

The Wilsic Shield 26 points – Teresa Wakefield

The Excelsis Award – Phil Shaw 1988 Renault 5

Congratulations go to Rodger, Teresa and Phil!

Open discussion forum

Rodger Trehearn suggested the club offered reduce membership to younger members for their first year – thus was met with a favourable response and would be discussed at future committee meetings.

**Date and time of the 53rd AGM -
Wednesday 10th February 2021 at
8.00 pm at the Burghwallis.**

Graham Wickham, Chairperson formally closed the meeting at 8.50 pm and thanked all for attending on such a poor weather night.



Notes of the inquorate 53rd AGM held via a Zoom computer meeting system on 10th February 2021.

The committee agreed to try and hold the AGM via computer as we could not meet in person due to the government Covid lockdown. In attendance were the Chair and 24 members, not enough to hold a valid meeting so a discussion followed but no valid decisions could be made.

(Rule 22. The Annual General Meeting of the Club shall be held in the month of February in each year on a date and time to be fixed by the Committee. The Annual General Meeting shall:

- a) Receive from the Committee a full statement of accounts. Duly audited, showing the receipts and expenditure of the year ended 31st December.
- b) Receive from the Committee a report of the activities of the Club during the said year.
- c) Elect the Chairperson, Secretary and Treasurer of the Club.
- d) Elect the Committee.
- e) Decide on any other business which must be notified to the Chairperson before the start of the meeting. Any proposals arising during the meeting will be taken if a majority of members present agree to that happening.
- f) The quorum shall be 30 members.)

There had been a proposal on the agenda to officially postpone the AGM until later in the year when we could hold a proper face-to-face meeting, an alternative to carry on with the agenda if we were quorate and a proposal to roll over the subs from 2020 to cover 2021 as well. No formal decision could be made on any of these points.

Those present had a general discussion about the club and events and noted that the College for the Deaf had decided to stop all future bookings and use their facilities for themselves only. We will need a new venue for the annual show and Epworth and Dom Valley School would be looked into.

The committee members agreed to carry on until an AGM could be held for proper election.

Reports were presented but could not be approved.

Chairperson thanked all who had joined in and gave a commitment to call a Special General Meeting as soon as we are able to in order to properly conduct club business. (*Unfortunately, things haven't changed enough to do this since.*)

The Club Committee for 2022.

This coming year will see changes as Graham Wickham, Teresa Wakefield, Linda and Barry Duffell will all be standing down from nomination.

Rules 5 and part 6. The Chairperson, Secretary, Treasurer and Committee shall be elected at the Annual General Meeting and, subject to termination of office by resignation or otherwise, shall remain in such office until their successors are appointed at the next AGM following their appointment. The Committee shall have the power to co-opt other members as they deem necessary. The retiring officers and other members of the Committee shall be eligible for re-election. The Chairperson, Secretary, Treasurer and Committee shall be elected at the Annual General Meeting and, subject to termination of office by resignation or otherwise, shall remain in such office until their successors are appointed at the next AGM following their appointment. The Committee shall have the power to co-opt other members as they deem necessary. The retiring officers and other members of the Committee shall be eligible for re-election.

Nominations are going to be difficult this year as so many members are not yet attending meetings and the news doesn't look great either. I propose that nominations be made once you have checked that the member is happy to be nominated and we will vote at the AGM as normal. The full formal process of proposing, seconding and acceptance on a form is not going to work in the best interests of members or the club at this time so see next page. We weren't able to meet at all last year but could make decisions on an email vote between us so it did still work when needed. If we don't adapt, we will stand still.

Does reading all this count as the dry January, asking for a friend.

The Club Committee.

In a shortened version of our rules,

‘The Chairperson, Secretary, Treasurer and Committee shall be elected at the Annual General Meeting. The Committee of not less than 3 and no more than 10 members shall be appointed to manage the affairs of the Club and shall consist of a Secretary, Treasurer and a Chairperson who shall have at least one year’s membership of the Club each. The Quorum for Committee meetings shall be not less than 3.

It shall be the duty of the Secretary to attend in person, or by deputy, all meetings of the Committee, and to take minutes of the proceedings. The minutes shall be presented at the following meeting.

All monies of the club shall be banked as soon as possible and in the name of the club, and no payments shall be made except when authorized by the committee.’

In practice, the committee deals with the day to day questions and issues within the club, planning events and ensuring that the membership records and Tradsheet are maintained. We have usually met every couple of months formally but can deal with an amount via club nights in normal times. As we could not meet recently, we have made contact via email so decisions have been made as and when needed.

Nominations.

The usual process is to get signed forms with proposer and seconder plus the nominee accepting it but that is not going to work with the current situation as many still do not feel ready to attend meetings to get the forms fully done yet and there is no reason to stop them nominating or standing for the committee.

For this year only, we will need the name of any nomination for any of the committee places and confirmation that that person is willing to serve if elected before the start of the AGM itself. They will be seconded at the AGM then voted on as normal.

As current Secretary, I will be the contact point for this and, although names via email or post are better as a double check, I will accept phone calls and pass them to the club Chairperson for the AGM. Forms will be at club nights as well for anyone wanting to use them. All of my contact details are on page 2 of this Tradsheet.

Club Committee Nomination form for the 2022 year until the next AGM—

I wish to nominateto serve on the club committee
as Chairperson/Secretary/ Treasurer/ General Committee member.

Proposed.....

Seconded.....

I am happy to accept the nomination to the Club committee for 2022

Signed.....Dated.....



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Audi TT 1998 -2006



Audi TT Quattro pre-facelift

tober 1998.

The production model (internal designation Type 8N) was launched as a coupé in September 1998, followed by a roadster in August 1999. It is based on the Volkswagen Group A4 (PQ34) platform as used for the Volkswagen Golf Mk4, the original Audi A3, the Škoda Octavia, and others. The styling differed little from the concept, except for slightly re-profiled bumpers, and the addition of rear quarter-light windows behind the doors. Factory production commenced in Oc-

Early TT models received press coverage following a series of high-speed accidents and the related fatalities which occurred at speeds in excess of 112 mph during abrupt lane changes or sharp turns. Both the coupé and roadster variants were recalled in late 1999/early 2000, to improve predictability of the car's handling at very high speeds. Audi's Electronic Stability Programme (ESP) or Anti Slip Regulation (ASR) and rear spoiler were added, along with modifications to the suspension system. All changes were incorporated into subsequent production.

The Audi TT was nominated for the North American Car of the Year award for 2000. It was also on Car and Driver magazine's Ten Best list for 2000 and 2001. By 2003, Audi had provided a "face-lift" to the TT, with a number of small styling and practicality improvements.

Production of the Audi TT (Type 8N) ended in June 2006.

Mechanically, the TT shares an identical powertrain layout with its related Volkswagen Group-mates. The TT uses a transversely mounted internal combustion engine, with either front-wheel drive or 'quattro four-wheel drive' available as an option.

It was first available with a 1.8-litre inline four-cylinder 20-valve turbocharged engine in two states of DIN-rated power outputs; 178 hp and 222 hp. The engines share the same fundamental design, but the 222 hp version features a larger K04 turbocharger (178 hp version came with a smaller K03), an additional intercooler on the left side (complementing the existing right-side intercooler), larger 20mm wrist-pins, a dual tailpipe exhaust, intake manifold with inlet on driver's side, and a few other internals – designed to accommodate the increase in turbo boost, from roughly 10 pounds per square inch (0.7 bar) peak, to 15 pounds per square inch (1.0 bar). Haldex Traction enabled four-wheel drive, 'branded' as "Quattro" was optional on the 178 engine, and standard on the more powerful 222 version.

The original four-cylinder engine range was complemented with a 3,189 cc VR6 engine rated at 247 bhp and 236 lb·ft of torque in early 2003, which came as standard with the quattro four-wheel-drive system. In July 2003, a new six-speed dual clutch transmission – dubbed the Direct-Shift Gearbox (DSG), which improves acceleration through much-reduced shift times, was offered, along with a stiffer suspension.

Audi TT 1.8 T Roadster



Audi TT Quattro facelift



TT quattro Sport

In 2005, Audi released the Coupé-only limited edition to 1165 pieces. 800 with steering wheel on the right side/ 365 with steering wheel on the left side. (900 sold in the UK, not the 1000 originally planned) Audi TT quattro Sport (known as the Audi TT Club Sport in Europe) or TT QS.

Built by AUDI AG's high-performance specialist subsidiary quattro GmbH, it had increased power from its 1.8-litre turbocharged engine – rising to 237 hp and 236 lbf ft of torque – and a reduction of 165 lb in weight to 3,064 lb, which allowed for a 0–62 mph time of 5.9 seconds, and an electronically limited top speed of 155 mph

This weight reduction was achieved by removing the spare wheel, rear harmonic damper, rear parcel shelf and rear seats, and the standard fitment air conditioning. The main battery was also relocated to the rear of the vehicle in order to maintain weight distribution as much as possible. Lightweight fixed-back Recaro bucket seats graced the interior.

Distinguishable from other TT Coupés by its two-tone paint scheme (Phantom Black pearl painted roof, pillars and mirror housings, in combination with either Avus Silver, Phantom Black, Mauritius Blue or Misano Red body colour) and unique 18" 15-spoke cast aluminium alloy wheels, plus the same body kit as fitted to the TT 3.2 V6, the TT quattro Sport also featured black exhaust tailpipes and uprated suspension settings and new wheels, ½" wider at the rear for improved handling.



**3.2 L VR6 engine ,
not the most interesting to
look at I grant you.**

The brochure stated V6-spec brakes were to be fitted, however models delivered in the UK came with the standard 225 spec brake callipers which were red-painted.

The Audi TT takes its name from the successful motor racing tradition of NSU in the British Isle of Man TT (Tourist Trophy) motorcycle race. NSU marque began competing at the Isle of Man TT in 1907 with the UK manager Martin Geiger finishing in fifth position in the single-cylinder race.

The 1938 Isle of Man Lightweight TT race was won by Ewald Kluge with a 250 cc super-charged DKW motor-cycle and the DKW and NSU companies later merged into the company now known as Audi.

The Audi TT also follows the NSU 1000TT, 1200TT and TTS cars of the 1960s in taking their names from the race.

There is also a belief that these Audi TTs do have working indicators but don't quote me on that.

Photos from a collection donated to the club archive by Roy Marshall.



This looks like Elsacar to me, but then what do I know?





A group of Moggies look wistfully at the Doncaster skyline from Cusworth Hall. They want to go and play with the traffic. (courtesy of Roy's Photos)





Not sure where these are but I can just see Geoff hiding behind his car. (Roys photos)





Above is Hickleton at some time in the club's history.

Below is at Nostell Priory





Wollaton photo. I think I have answered my question about where it is on page15.

Below is Cannon Hall, ooh trophies.





Heritage Day Cusworth Hall 2018, nice day out in the sunshine.

Below, Breakfast meeting at Eggborough Power station club 2019.





Clumber Park 2017. After seeing how the orange one has shrunk, the red one isn't going to get washed at all.

Meanwhile, at Thoresby Hall in 2011, a mini is fed up with being a small car.



NSU Prinz 1958 to 1973

The first post-war NSU car, the Prinz I, was launched at the Frankfurt Motor Show in September 1957. After a pilot run of 150 preproduction cars, volume production began in March 1958.

The Prinz I was available as a 2-door saloon featuring an upright roof line and seating for four people. The doors opened wide enough to permit reasonable access even to the rear seats, although leg room was severely restricted if attempting to accommodate four full sized adults. In addition to a luggage compartment accessed via a hatch at the front of the car and shared with the spare wheel and fuel filler, there was a narrow but deep full width space behind the rear seat sufficient to accommodate a holiday suitcase.



1960 NSU Prinz II

The noisy two-cylinder 600 cc engine was located at the back where it drove the rear wheels, initially via a "crash" gearbox. Later versions gained a four-speed all-synchromesh gearbox. Contemporaries were impressed by the brevity of the maintenance schedule, with the engine, gear box and final drive operating as a single chamber and all lubricated by means of oil, added through a filler in the rocker box cover. There were just two grease nipples requiring attention, positioned on the steering kingpins. Although noisy, the engine offered impressive flexibility, recalling NSU's strengths as a motorcycle manufacturer.

The Prinz II (a 'luxury' version) was released in 1959 with better trim and an all-synchromesh gearbox. A 30E export version was equipped with a 30 hp engine. The Prinz III was launched in October 1960 featuring a new stabilizer bar and the 30 hp engine.



1964 NSU Sport Prinz

The Sport Prinz was a 2-seater sports coupe variant. 20,831 were manufactured between 1958 and 1968. The first 250 bodies were built by Bertone in Turin. The rest were built in Heilbronn which was later bought by NSU.

The Sport Prinz was initially powered by the 583 cc Prinz 50 straight-twin engine but a maximum speed of 99 mph was nevertheless claimed. From late 1962 a 598 cc engine was fitted.

The NSU Spider was a Wankel rotary powered two-seater roadster based on the Sport Prinz platform.

One of the revelations of the Frankfurt Motor Show in September 1961, the Prinz 4 replaced the original Prinz. Its new body closely resembled the then fashionable Chevrolet Corvair, but was of course much smaller. Like the original Prinz, it was powered by a two-cylinder air-cooled engine in the rear. The Prinz 4 was much improved and continued to be a well-engineered car, like its predecessors.

The engine carried on the tradition of eccentric rod driven camshaft inherited from NSU motorcycle engines and had a dynastart (combined starter/generator) built into the crankcase. The dynastart also works as a flywheel of the engine. Later four-cylinder engines adopted the more conventional (pre-engaged) separate starter motor and alternator.

In 1968, Britain's Autocar road tested a Super Prinz. They had tested a Prinz 4 in 1962, and in commenting on how little the car had changed in the intervening six years quipped some of their road testers appeared to have gained more weight than the commendably light-weight Prinz in that period.

The test car achieved a top speed of 70 mph and accelerated to 60 mph in 35.7 seconds. The home grown Mini 850 reached 60 mph in 29.5 seconds in an equivalent recent test and also managed to beat the NSU's top speed, albeit only by about 3%.

At this time, 1968, the UK car market was heavily protected by tariffs, and the Prinz's UK manufacturer's recommended retail price was £597, which was more than the (possibly below cost) £561 asked for the 850 cc Mini, but certainly not completely out of touch with it. The testers concluded their report that the car was competitively priced in its class and performed adequately. They opined, cautiously, it offered 'no more than the rest' but neither did it 'lack anything important'.

The NSU Prinz evolved into the somewhat larger bodied NSU Prinz 1000 (Typ 67a), introduced at the 1963 Frankfurt Motor Show. A sporting NSU 1000 TT (with a 1.1 litre engine) also appeared, which was later developed into the NSU (1200) TT and NSU TTS models. All had the same body with inline-four air-cooled OHC engines and were frequently driven as sports cars, but also as economical family cars as well.



NSU 1000 C

The mostly alloy engines were very lively, and highly reliable. The OHC arrangement was quite advanced for the time on a small family car as most home-grown cars were still using less efficient pushrod engines. Paired with the low total weight, excellent handling and cornering, both the NSU 1000 and the much higher powered NSU 1200 TT/TTS outperformed many sports cars. The Prinz 1000 lost the "Prinz" part of the name in January 1967, becoming simply the NSU 1000 or 1000 C depending on the equipment. The 1000 received large oval headlights, while the sportier TT versions have twin round headlights mounted within the same frame.

The NSU Prinz 1000 TT was built in 14,292 examples between 1965 and 1967, when it was replaced by the bigger engined TT. This, with a 1.2-litre engine, was built until July 1972 for a total of 49,327 examples. The TT can be recognized by its broad black stripe between its headlights.



1969 NSU TT

The TTS was built especially for competition, being successful in both hill-climbs and circuit racing. It has a front-mounted oil cooler and was built in 2,402 examples from February 1967 until July 1971. It was briefly referred to as the "Prinz 1000 TTS" when first introduced. There was also a competition model of the TTS available for sale, Production of the Type 67a (NSU 1000) came to a halt in December 1972.

In 1965, an even larger model was added, initially called Typ 110, and from 1967 on NSU 1200. It offered more space, so it was a better family car, but was not as sporty as the smaller models. Therefore, the NSU 1200TT used the 1200 cc engine of the NSU 1200 in the smaller body of the NSU 1000.

When NSU was acquired by Volkswagen in 1969, it was merged with Auto Union AG. Auto Union had previously been taken over by VW in 1964 and produced mid-sized cars, resurrecting the Audi marque. The name of the new company changed to Audi NSU Auto Union AG. The small, rear-engined NSUs were phased out in 1973, as production capacity was needed for larger and more profitable Audis. The successor of the NSU Prinz was the front-wheel drive Audi 50, later rebadged Volkswagen Polo.

The Ramses was the first car produced in Egypt, and was the result of a co-operation between the new Egyptian car firm Egyptian Light Transport Manufacturing Company, and NSU. The factory was located right next to the Great Pyramids. Plans were to produce around 10,000 cars a year, most of the work being manual labour.

The Prinz 4-cylinder air-cooled engine was also famously adopted by Friedl Münch in 1966 for the hand-built Münch Mammoth motorcycle, at the time the fastest and most expensive motorcycle in production.



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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 16th Decmber 2021

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 8	Lindholme Classic Tour
May 8	Sports cars in the park, Newby Hall, Ripon https://www.sportscarsinthepark.co.uk/
May 14	Notts County Show
May 14	Middlestown Gala (YTCC only)
May 15	Barnsley MMOC Annual Rally, Graves Park, Sheffield
May 15	Barton Family Fun Day, Barton Town FC
May 21-22	Haworth 1940s weekend
May 21-22	Yorks Game & Country Fair, Scampston Hall, Malton (OS)*
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 3-5	Tractorfest, Newby Hall, Ripon
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 (GBMS)
June 12	East Coast Run (EYTCC)
June 12	Oakwell Hall, Batley (Yorks Rover Club)
June 12	Locke Park, Barnsley (YTCC)
June 19	Classic car & bike show, Cromford Meadows, near Matlock (Matlock Rotary)
June 19	Brocklesby Country Fair
June 19	Trolleybus Museum, Sandtoft (EYTCC)
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. Email: Shefsteamvcl@gmail.com
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 3	Huby & Sutton Show
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 Classic & Performance Show, Wentworth Woodhouse, Rotherham (GBMS)
 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 1 Yorkshire Day
 Aug 5-7 Whitby Traction Engine Rally, Hawsker Lane, Whitby (OS)*
 Aug 5-7 Morrisfest, Thoresby Park <https://morrisregister.co.uk/morris-fest-2022/>
 Aug 6-7 Hebden Bridge Vintage Weekend
 Aug 7 Sykehouse Show
 Aug 7 Tockwith Show
 Aug 7 Yorkshire Pudding Run (Leeds MG&CCC)
 Aug 7 Harrogate MG Club Northern Rally*
 Aug 7 Classic Rally, Scampston Hall, Malton (NECPWA)
 Aug 12-14 VW Festival, Harewood House, Leeds
 Aug 13-14 Driffeld 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 27-29 Whitby War Weekend (pre-1950s)(OS)*
 Aug 28 Summer Gathering, Sewerby Hall (EYTCC)
 Aug 28 Netherton Gala (YTCC only)
 Aug 28 Ripon Classic Show, Ripon Racecourse (GBMS)
 Aug 28 Heath Common Classic Rally (Colin Aylward 07761 435000)
 Aug 29 Yorkshire Classic Show, Ripley Castle (GBMS)
Aug 29 Epworth Show, TCCD only, limit 40 cars. Sign the sheet when available.
 Sept 2-4 Chatsworth Country Fair
 Sept 3-4 Yorkshire Traction Engine Rally, Scampston Hall, Malton (OS)*
 Sept 4 Burton Constable Hall, Skitlaugh near Hull (EYTCC)
 Sept 4 Wragby Show
 Sept 4 Sports cars in the park, Castle Howard <https://www.sportscarsinthepark.co.uk/>
 Sept 10 Penistone Show
 Sept 10-11 Hunton Steam Gathering
 Sept 10-11 Heartbeat Rally heartbeatrally@sky.com
 Sept 10-11 Driffeld Car Craze, Driffeld 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 provisionl 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.

Other event sources;

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

Mark Woodward Classic Shows has been taken over by Great British Motor Shows.

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
GBMS www.greatbritishmotorshows.com previously Mark Woodward Shows
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 Lines Louth MC <http://www.lineslouthclassics.co.uk/>
LVVS Lincolnshire Vintage Vehicle Society www.lvvs.org.uk
MMOC Morris Minor Owners Club www.mmoc.org.uk
MW Mark Woodward Shows see **GBMS**
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



Royal Enfield.

Once we got past the 'where does the Queen keep her chickens' joke, the bikes were generally known as Royal Oilfields due to their tendency to leak, as most British bikes did. I had no idea that they had ever made cars though.

Royal Enfield was a brand name under which The Enfield Cycle Company Limited of Redditch, Worcestershire sold motorcycles, bicycles, lawnmowers and stationary engines which they had manufactured. Enfield Cycle Company also used the brand name "Enfield" without the "Royal".

George Townsend set up a business in 1851 in Redditch making sewing needles. In 1882 his son, also named George, started making components for cycle manufacturers including saddles and forks. By 1886 complete bicycles were being sold under the names Townsend and Ecos-sais. This business suffered a financial collapse in 1891. In 1892, the firm was re-incorporated but, in 1907, but, after serious losses from their newly floated Enfield Autocar business, Eadie Manufacturing and its pedal-cycle component business was absorbed by Birmingham Small Arms Company (BSA).

Royal Enfield Quadricycle



Enfield diversified into motor cycles, 1901 and motor cars, 1902. By 1899, Royal Enfield were producing a quadricycle – a bicycle modified by adding a wrap-around four-wheeled frame, retaining a rear rider-saddle with handlebars – having a front-mounted passenger seat, driven by a rear-mounted De Dion engine.



After experimenting with a heavy bicycle frame fitted with a Minerva engine clamped to the front downtube, Enfield built their first motorcycle in 1901 with a 239 cc engine.

A light car was introduced in 1903 powered by either a French Ader V-twin or De Dion single cylinder engine. In 1906 car production was transferred to a new company, the Enfield Autocar Co Ltd with premises in Hunt End, Redditch. The independent company only lasted until 1908 when it was purchased by Alldays & Onions.

1907 Enfield 15

By 1910, Royal Enfield was using direct belt drive 297 cc Swiss Motosacoche V-Twin engines which were enlarged to 344cc for 1911 with the advent of chain drive and the Enfield 2 speed gear. Enfield hired Bert Colver from Matchless and competed in the 1911 Isle of Man lightweight TT.

In 1912, the Royal Enfield Model 180 sidecar combination was introduced with a 770 cc V-twin JAP engine which was raced successfully in the Isle of Man TT and at Brooklands. Enfield developed a prototype for the soon to arrive 1913 425cc model 140. The prototype was Enfield's first in house manufactured V twin, also at 344cc, being of overhead inlet, side exhaust layout.

In 1914 Enfield supplied large numbers of motorcycles to the British War Department and also won a motorcycle contract for the Imperial Russian Government. Enfield used its own 225 cc two-stroke single and 425 cc V-twin engines. They also produced an 8 hp motorcycle sidecar model fitted with a Vickers machine gun.



1913 Enfield 425cc

was the 125cc 2-stroke Royal Enfield WD/RE, designed to be dropped by parachute with airborne troops.

Postwar, Royal Enfield resumed production of the single cylinder ohv 350cc model G and 500cc Model J, with rigid rear frame and telescopic front forks. These were ride-to-work basic models, in a world hungry for transport. A large number of factory reconditioned ex-military sv Model C and ohv Model CO singles were also offered for sale, as they were sold off as surplus by various military services.

During World War II, The Enfield Cycle Company was called upon by the British authorities to develop and manufacture military motorcycles. One of the most well-known Enfields

As well as motorcycle manufacture, it built other equipment for the war effort such as mechanical "predictors" for anti-aircraft gunnery: the manufacture of such high precision equipment was helped by the constant temperature underground. After the war the factory continued, concentrating on engine manufacture and high precision machining. After production of Royal Enfield motorcycles ceased, the precision engineering activities continued until the final demise of the company.

In 1948, a groundbreaking development in the form of rear suspension springing was developed, initially for competition model "trials" models (modern enduro type machines), but this was soon offered on the road-going Model Bullet 350cc, a single cylinder OHV. This was a very popular seller, offering a comfortable ride. A 500cc version appeared shortly after. A mid 1950s version of the Bullet manufacturing rights and jigs, dies and tools was sold to India for manufacture there, and where developed the versions continuing to this day.

In 1949, Royal Enfield's version of the now popular selling parallel twins appeared. This 500cc version was the forerunner of a range of Royal Enfield Meteors, 700cc Super Meteors and 700cc Constellations. Offering good performance at modest cost, these sold widely, if somewhat quietly in reputation. The 700cc Royal Enfield Constellation Twin has been described as the first superbike.

The 250cc class was important in the UK as it was the largest engine which a 'learner' could ride without passing a test. In the late 1950s and early 1960s, Royal Enfield produced a number of 250 cc machines, including a racer, the 'GP' and a Scrambler, the 'Moto-X', which used a modified Crusader frame, leading link forks and a Villiers Starmaker engine. The Clipper was a base-model tourer with the biggest-seller being the Crusader, a 248 cc pushrod OHV single producing 18 bhp .

In 1955, Enfield Cycle Company partnered with Madras Motors in India in forming Enfield of India, based in Chennai, and started assembling the 350cc Royal Enfield Bullet motorcycle in Madras. The first machines were assembled from components imported from England. Starting in 1957, Enfield of India acquired the machines necessary to build components in India, and by 1962 all components were made in India.

In 1965, a 21 bhp variant called the Continental GT, with red GRP tank, five-speed gearbox (which was also an option on the Crusader), clip-on handlebars, rearset footrests, swept pipe and hump-backed seat was launched. It sold well with its race-styling including a fly-screen resembling a race number plate which doubled as a front number plate mount.

The Avon 'Speedflow' full sports fairing was available as an extra in complementary factory colours of red and white.



RE GT with fairing

Other variants were the Olympic and 250 Super 5, notable for use of leading-link front suspension (all the other 250 road models had conventional telescopic forks) and the 250 'Turbo Twin', fitted with the Villiers 247 cc twin cylinder two-stroke engine.

The Royal Enfield GP production-volume racer was first raced in the Manx Grand Prix in September, 1964. Developed in conjunction with Royal Enfield Racing Manager Geoff Duke the first public appearance was at Earls Court Show in November, 1964.



During the onslaught of the Japanese motorcycle manufacturers in the late sixties and early seventies, the English factories made a final attempt with the 692cc Interceptor and the 736cc Series I and Series II Interceptors. Made largely for the US market, it sported much chrome and strong performance, completing the quarter-mile in less than 13 seconds at speeds well above 105 mph. It became popular in the US, but the company was unable to supply this demand, which accelerated the demise of this last English-made Royal Enfield.

Production of motorcycles ceased in 1970 and the original Redditch, Worcestershire-based company was dissolved in 1971.

Royal Enfield Interceptor motorcycle

Royal Enfield's spare parts operation was sold to Velocette in 1967, which benefitted from the arrangement to such an extent that the company as a whole survived for another three years until their closure in early 1971. C C Cooper, a West Bromwich metals dealer, continued to produce limited spare parts for a short time by a small team of engineers.

Enfield of India continued producing the 'Bullet', and began branding its motorcycles 'Royal Enfield' in 1999. A lawsuit over the use of 'Royal', brought by trademark owner David Holder, was judged in favour of Enfield of India, who now produce motorcycles under the Royal Enfield name. The models produced and marketed in India include Cafe Racers, Cruisers, Retros and Adventure Tourers.

The first Royal Enfield motorcycle was built in 1901. The Enfield Cycle Company is responsible for the design and original production of the Royal Enfield Bullet, the longest-lived motorcycle design in history.

I never did have a Royal Enfield, as a learner it was a choice for me between the RE Crusader or BSA Barracuda, both 250cc. The BSA won. The Triumph Tiger cub of the time just looked a bit small by comparison with the other two.

Some years later, after passing the test, I did look at a RE Constellation, I liked the name, but the rotten thing would not start despite several attempts, and it was going to cost me £40, so I stayed with BSA and bought an A10 which has its own story.





Harewood House 2014. Rover P4, Known as Doctor's or Vet's cars in their day.
Handbrake by driver's right hand if I remember correctly from my Rover 80.

Same show, '57 Chevrolet, fins and chrome. What's not to like?



What about a Wolseley?

The Wolseley Ten is a light car which was produced by Wolseley Motors Limited in 1939 and from 1945 to 1948 .



The ten horsepower class of cars was an important part of the market in 1930s Britain and Wolseley entered the sector with their 10/40 of 1936 based on the contemporary Morris Ten. Both Morris and Wolseley were part of the Nuffield Organization.

The new car was again based on the Morris Ten, this time the 1938 Series M but with an important difference. Whereas the Morris car had a semi unitary construction, the Wolseley had a substantial steel section chassis with cruciform bracing. Many of the steel body

Wolseley Ten 4-door saloon pressings were shared. To keep the weight down, the wheelbase at 90 in was 4 in shorter than the Morris. Suspension was not independent and used semi elliptic leaf springs all round. Lockheed hydraulic drum brakes were fitted. The 1140 cc engine designated XPJW was also slightly more powerful than the one in the Morris delivering 40 bhp) as against 37 bhp.

As the car was intended to compete in the up-market sector, it was well equipped with leather upholstery, pile carpets and walnut trim. The seats were early users of Dunlopillo foam rubber, rather than traditional metal coil springs, possibly the first mass-produced car to use this new material. The steering column was adjustable for both angle and reach. At launch the car was priced at £215, £40 more than the Morris with the option of a built-in Jackall system that could hydraulically lift a wheel off the ground for tyre changing an extra £5.

In June 1939 the saloon was joined by a factory-built two-door drophead coupé priced at £270, but very few seem to have been made. London dealer Eustace Watkins also offered their own drophead version. With the outbreak of World War II in 1939, production of Wolseley cars, including the Ten, eventually stopped. 5261 of the model had been made before production ceased in early 1941.

Production restarted in September 1945 but without the drophead version. The price had risen considerably to £474 (partly due to higher taxes) against the Morris's £378. The Ten was discontinued in 1948 after 2715 more had been built when the first of the post war designs arrived.

Wolseley 4/50.

The new small Wolseley was the 4/50 but with a 1.5 litre engine was a larger car and not a real replacement. With Morris Motors (owners of Wolseley's parent company the Nuffield Organization) merging with the Austin Motor Company to form the British Motor Corporation in 1952, this sector of the market would be left to Austin and Morris.

A 4/50 tested by the British magazine *The Motor* in 1950 had a top speed of 70.7 mph and could accelerate from 0-60 mph in 30.3 seconds. A fuel consumption of 27.0 miles per imperial gallon was recorded. The test car cost £703 including taxes. Sales volumes were only a third those of the car's six-cylinder sibling.



Wolseley 4/50

The car was regarded as heavy, with "good use of the excellent gear-box" being needed to maintain a respectable pace. The Wolseley 4/50 was more upmarket and expensive than the Morris Oxford MO. The engine used was a 4-cylinder version of the 6/80. The pistons and doors were of very few common parts used in this range of cars. The snub-nose styling distinguishes it from the long elegant bonnet of the 6/80 .

To accommodate its larger six-cylinder engine, the 6/80 was 7 in (180 mm) longer than the 4/50. It also had larger brakes with 10 in drums compared with the 9 in ones of the 4/50.

The 'six eighty' was something of an anachronism, built in the traditional style that flagship Wolseley buyers loved, yet the underpinnings were intended to be almost cutting edge for an immediate post-war saloon.

It had pre-war style radiator, centre hinged bonnet, split windscreen, small oval rear window, and traditional elegant styling with a hint of running boards, and from inside the driver sat in leather seats and peered over the Wolseley hallmark of a polished wood dashboard, down a long high bonnet to the flying W symbol – all dated features by the early fifties, yet it had a monocoque chassis, springless torsion bar suspension, twin telescopic shocks, column gears and powered by a feat of engineering in the shaft driven overhead camshaft big 6.



Wolseley had needed to produce a new post-war engine, and turned to their own past experience adapting designs drawn from an aero engine called the Wolseley Viper V8 that started life in WWI aircraft, latterly the Bristol SE5a, to which there is a visual similarity, the engine appearing quite vintage even for the day. However the formula worked for there's no doubt the 'six eighty' made a lot of money for Lord Nuffield's corporation, and was the longest ever running favourite of Police forces who seemed to retain cars well into the 1960s when they were a favourite for skid pan and mechanical training. They are even today recognised as the iconic period British police car.

A 6/80 tested by the British magazine *The Motor* in 1951 had a top speed of 85.3 mph and could accelerate from 0–60 mph in 21.4 seconds. A fuel consumption of 21.8 miles per imperial gallon was recorded. The test car cost £767 including taxes. An *Autocar* magazine road test of an apparently similar car managed a top speed of only 78.5 mph and slightly slower acceleration on a windy day a couple of years earlier. The testers noted that "in keeping with [the manufacturer's] policy which has much to commend it to a discerning motorist, the Wolseley is quite high geared", which made for relaxed cruising at (by the standards of the time) speed, but a more urgent driving style involved extensive use of the gearbox.



Standard equipment included a heater, a rear window blind and "twin roof lamps in the rear compartment".

A second-hand car review published in England in 1960 observed that "even the most junior member of the family" would recognise the Wolseley 6/80 as the "Cops' Car" both on television, and on the streets. The car was reckoned to offer a good power-to-weight ratio in combination with steering and suspension sufficiently excellent to permit to be "thrown around without detriment to the car and with little discomfort to the occupants".

Wolseley 6/80



Six

**FEATURES THAT MAKE THIS
CAR IDEAL FOR POLICE WORK...**

- ★ Tough chassis and a full 5-seater body for six-footers.
- ★ Six cylinder engine provides 0-60 acceleration in 17.3 seconds ("Motor Road Test 13.7.55) PLUS top-gear smoothness in traffic, down to 5 m.p.h. and a maximum of over 90 m.p.h. on the open road.
- ★ Near sports-car road-holding - front suspension adjustable torsion-bars, rear suspension coil springs with radius arms and Panhard rod - PLUS utterly dependable 11" brakes.
- ★ Excellent turning circle - 36'9" (R), 37'6½" (L).
- ★ Certified speedometer, adjustable steering column, heater, demister, windscreen spray, twin fog-lamps - all for £806 plus £404.7.0 Purchase Tax.
- ★ Already used by 23 different Constabularies and Police Forces in England, Scotland and Wales.



WOLSELEY Six-Ninety

WOLSELEY MOTORS LTD., COWLEY, OXFORD.

London Showrooms: 12, Berkeley Street, W.1.

Overseas Business: Nuffield Exports Ltd., Oxford and 41, Piccadilly, London, W.1.

