



Founded 1967



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

OCTOBER/NOVEMBER 2022

Editorial.

Hello again,

It is definitely getting a bit chilly and autumnal and the main car season approaches it's end for another year. We still have another breakfast meeting on 8th October and, the next day, our Autumn Closer starting from the Burghwallis and going to the Motorist in Sherburn. Still time to book for the meal, drinks and buns at the Wonky Donkey on the way back will be subsidised by the club. Club nights in the Burghwallis continue throughout the year and are more centred inside as the weather darkens ready for leaf fall and train delays.

We are hoping that the worst of the pandemic is behind us, I am still cautious but can't stay indoors forever. Can't help wondering if I can convert the pots of sanitiser that I have, 70% alcohol apparently, can be converted into fuel, feels a bit too gloopy for the carburettor but who knows?

The Cusworth event went well but I hope that there will be some feedback to make it better next time, all ideas will be appreciated, some is already noted.

As usual, I have made mistakes, an engraving error will be put right when we get trophies back ready for next year's show and I have to apologise for not getting that Stan Patterson won the trophy at the Keepmoat show with his MG Magnette in the last Tradsheet. I wrongly thought that it was Ian Sellars, apologies to you both. The good news is that I am trying, I can actually provide a number of people who will happily confirm just how trying I am.



We are beginning to think of the AGM and whether we should amend the club name in a way to include classic cars that are now the main bulk of membership as time moves on, or not. Nothing is decided yet, members will do that at the AGM.

To that end, I decided to look at two of the mainstays of the classic car scene for ages and the newer versions that first came out over 20 years ago. The generally accepted position is that cars over 20 years old are regarded as classics, even though a few marques want to claim instant classic for a nearly new car. The more common view is that cars need at least a good few years under their wheels to be in.

The Mini and Beetle are icons and we have seen them in standard, modified and full custom versions for decades now but there are the new kids on the block. Both Mini and Beetles have cars based on their styling, and image, with relatively modern running gear and equipment, some are already 20 years old with others getting there in the next few years so how do we incorporate them into the club structure and make them feel welcome? We can stand still or move forward and that is the issue.

I am sure that some may need a good rub down with a Classic Car Weekly after reading about the newer versions but they are a fact and eligible to join in the whole classic scene. Brand new Royal Enfields are still being made in India, nothing stands still.

So, with that food for thought, I wish you happy and safe motoring until we meet again. (Don't know where, don't know when either)

All the best

Andy Campbell

Indian Motorcycles.

Indian Motorcycle is an American brand of motorcycles originally produced from 1901 to 1953 in Springfield, Massachusetts, United States. Hendee Manufacturing Company initially produced the motorcycles, but the name was changed to the Indian Motorcycle Manufacturing Company in 1923.

During the 1910s, Indian Motorcycle became the largest manufacturer of motorcycles in the world. Indian Motorcycle's most popular models were the Scout, made from 1920 to 1946, and the Chief, made from 1922 until 1953, when the Indian Motorcycle Manufacturing Company went bankrupt.

The Indian Scout was built from 1920 through 1949. It rivaled the Chief as Indian's most important model.



Indian Scout

The Scout was introduced for 1920. Designed by Charles B. Franklin, the Scout had its gearbox bolted to the engine and was driven by gears instead of by belt or chain. The engine originally displaced 37 cu in (610 cc); the Scout 45, with a displacement of 45 cu in (740 cc), became available in 1927 to compete with the Excelsior Super X. A front brake became standard on the original Scout early in 1928.

In 1928, the Scout and Scout 45 were replaced by the Model 101 Scout. Another Franklin design, the 101 Scout had a longer wheelbase and lower seat height than the original. The 101 Scout was well known for its handling.

The 101 Scout was replaced by the Standard Scout for 1932. The Standard Scout shared its frame with the Chief and the Four; as a result, the Standard Scout was heavier and less nimble than the 101.

A second line of Scouts was introduced for 1933. Based on the frame of the discontinued Indian Prince single-cylinder motorcycle, the Motoplane used the 45 cubic inch, 750cc, engine from the Standard Scout while the Pony Scout had a reduced displacement of 30.5 cu in ,500 cc. In 1934 the Motoplane was replaced by the Sport Scout with a heavier but stiffer frame better able to withstand the power of the 45 cubic inch engine, while the Pony Scout, later renamed the Junior Scout, was continued with the Prince/Motoplane frame. Between the introduction of the Sport Scout in 1934 and the discontinuation of the Standard Scout in 1937 there were three Scout models (Pony/Junior, Standard, and Sport) with three different frames. The Sport Scout and the Junior Scout were continued until civilian production was interrupted in early 1942.

Introduced in 1922, the Indian Chief had a 1,000 cc, 61 cubic inches, engine based on the Powerplus engine; a year later the engine was enlarged to 1,200 cc, 73 cubic inches. Numerous improvements were made to the Chief over the years, including the provision of a front brake in 1928.



1950 Indian Chief Black Hawk

In 1940, all models were fitted with the large skirted mudguards that became an Indian trademark, and the Chief gained a new sprung frame that was superior to rival Harley's unsprung rear end. The 1940s Chiefs were handsome and comfortable machines, capable of 85 mph in standard form and over 100 mph when tuned, although their increased weight hampered acceleration.

The 1948 Chief had a 74 cubic inch engine, hand shift and foot clutch. While one handlebar grip controlled the throttle the other was a manual spark advance.

In 1950, the V-twin engine was enlarged to 1,300 cc, 79 cubic inches, and telescopic forks were adopted. But Indian's financial problems meant that few bikes were built. Production of the Chief ended in 1953.

Chair's Chat

Hi, despite this year seemingly going so quickly, it's been a good one for the Club and for getting out and out with our cars. We have been very fortunate with the weather and Covid-19 hasn't impacted further, so all has been good.

Cusworth Hall

Our Cusworth Hall event on Sunday 18th September was well attended with over 50 members cars present, making for an excellent display. It was good to see some cars we either haven't seen for a long time, or others for the first time ever!

Although in a good position for car access, apologies to anyone who found the toilets and other Cusworth facilities a little too far away; perhaps next time, we can get a position nearer to the Hall. We have already received a positive response from Cusworth, so we hope to work with them again next year.

Thanks to all those who made the effort to come along, with congratulations to those who won awards, which Andy covers elsewhere in this issue.

The Autumn Closer

A reminder to everyone that our Autumn Closer event takes place on Sunday 9th October. This year the run will start from The Burghwallis (our usual fortnightly venue). We will be meeting at 10.15 for teas/coffee, bacon sandwiches and those all important toilets before we set off at 10.45 to terminate at The Motorist in Sherburn, where we will be having lunch.

Afterwards, a brief drive to The Wonky Donkey for afternoon tea, for those who need a little more sustenance.

Please ensure you get your name down and pay, before the day.

Questionnaire

I won't apologise for bringing this subject up again; I covered it in some detail in the last Tradsheet. However, at the time of writing, we have still received fewer than 20 responses which, for a club for over 100 members, isn't helpful! The questionnaire was designed to help your committee plan for the future and particularly covers some important moves that, if progressed, will need sanction at the next annual general meeting. So, it is vital we get your feedback to help us make decisions and put forward the proposals to the whole club shortly.

Our next committee meeting is on Monday 24th October, so we will need all your input before that date. Andy sent out extra copies of the questionnaire recently, either via email or direct post, so you should all have a copy to complete. If you don't, please get in touch with Andy for a copy now.

Please, please, get those questionnaires filled out and returned to Andy as soon as possible.

Many thanks in anticipation.

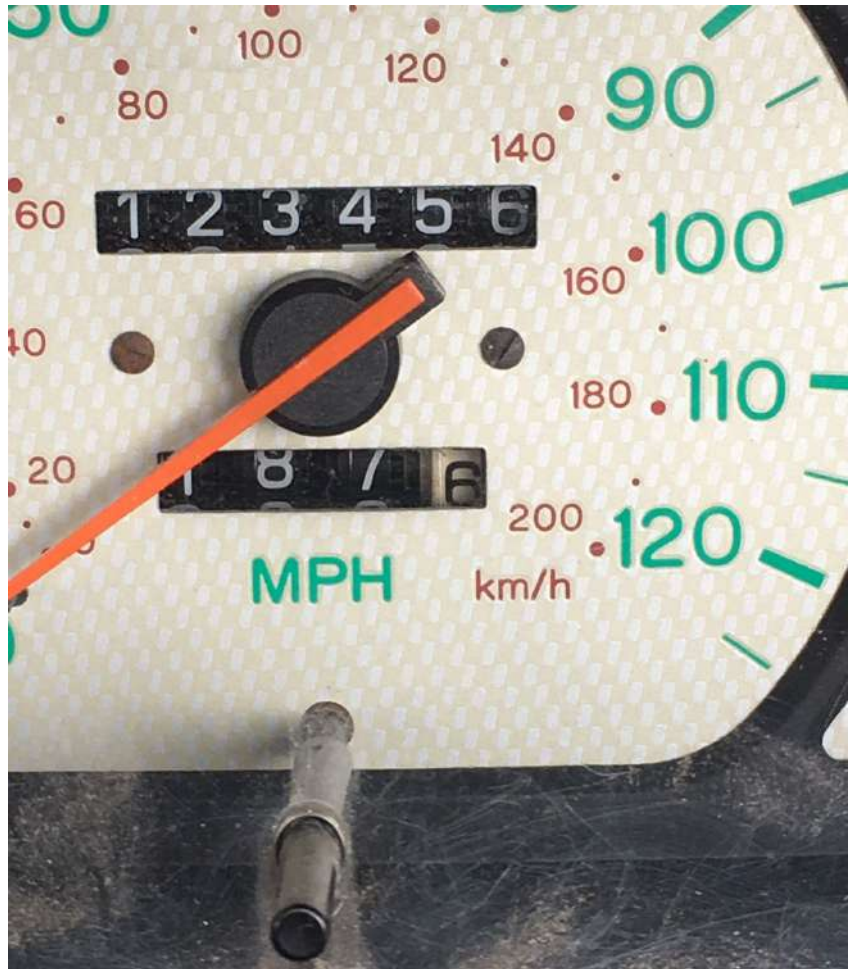
Nigel Thorley

Last Bank Holiday Monday, I went to the Thoresby Car show in my little Proton Jumbuck pick up. There are only about 300 of these have survived so always gets a lot of interest wherever it goes.

About 12, I was having my sandwiches and glanced at the speedometer, I couldn't believe it, it read 123456.

Have never seen this in my life, I have seen 99999 roll over to 100 000 several times but never noticed all the numbers in a row like this. I found it interesting, anyone else had a good combination of numbers like this?

Trevor Miller



Adam @adamthealright

FUN FACT: self-driving cars can be “trapped” using a ring of salt. If laid out correctly, the car’s visual processing Ai will interpret the ring as ‘no entry’ markings on the roadway and just sit there like an idiot LMAO



I want to try this far more than I should.

Royal Classic Cars.

With the passing of a Queen, and accession to the throne of a new King, there has been a lot of concentration on the Royal family and its traditions.

We are a car club so our look this time is at their cars, both state owned and their personal choice of transport concentrating on the classics.

We have all seen the grand State and Royal cars of the United Kingdom that are kept at the Royal Mews, Buckingham Palace (and at other Royal residences as required). A distinction is made between the State Cars and other vehicles.

The State Cars are used for public engagements and, on ceremonial occasions, by the monarch and those representing them or supporting their role as head of state. There are currently five State Cars: two Bentleys and three Rolls-Royces.

They are sometimes used when the monarch is travelling abroad, and are also made available for heads of state visiting the UK as well as for use by senior members of the Royal Family on official duties. As these are State vehicles they do not possess registration plates.

There are also two State Royal Review Vehicles (open-top Range Rovers), designed for use at military or non-military parades and similar events. These, likewise, do not have number plates.

Royal state cars started with Daimlers, Lanchesters made at the Daimler factory and, of course Rolls Royce and Bentleys. Their own personal cars were a far better mix of transport from a variety of manufacturers.

Edward VII died in 1910. Over the course of the preceding decade he had owned ten Daimlers in total, having upgraded his fleet every few years in line with technological advances. During the same period of time he had acquired other cars for private use: three Mercedes, and a Renault landaulette (bought for the Queen); but on official occasions he had always used a Daimler.



King Edward VII's 1900 six-horsepower Daimler Mail Phaeton, the earliest surviving royal car.



The first electric car in royal ownership was this Columbia, bought by Queen Alexandra in 1901 for use on the Sandringham estate

Edward VIII, while still the Prince of Wales, had driven a variety of cars but for private use, he owned two Buicks and he also bought in a pair of Ford 'station vans'. In addition, two Household cars and a Leyland Lioness lorry were retained.

King George VI was an aficionado of Lanchester cars. In September 1940 a number of cars were damaged during an air raid, when an anti-aircraft shell landed near the garage at the Mews.

As well as the state cars, there were also the King's personal cars the Daimler coupe and the Lanchester 'Eighteen', two 'Household' cars, three Ford utility vans and a Leyland Cub van.

In 1944 King George VI bought his daughter Princess Elizabeth a Daimler DB 18 saloon for her 18th birthday; she learned to drive in this car.

The Queen was an enthusiastic motorist, particularly when ferrying dignitaries across the moors of Balmoral in her Land Rover.

She had been an army ambulance driver during the WW2 and was very familiar with what goes on under the bonnet, having trained as a mechanic aged 18. Right up until her death and throughout her reign, the Queen was seen behind the wheel almost as much as she was in the back seat.

The Princess Elizabeth entered WW2 as a 13 year old girl but ended it as a proficient 18 year old mechanic. Showing the quiet determination that would characterise her in later life, she insisted on doing her bit and, to that end, was enrolled in 1944 in the British Army in the Auxiliary Territorial Service.

To the quiet admiration of her parents, she learned how to drive heavy lorries, she could analyse and fix problems under the bonnet, change wheels, assess roadworthiness and drive in all conditions.



**Vehicles displayed in the Sandringham museum: (l-r)
1963 Rover 3 Litre, 1956 Ford Zephyr Estate,
1961 Alvis Drop Head Coupé.**

In a little known car museum in a stable block at Sandringham, you can still see the specially designed Ford Zephyr Mark 2 with its somewhat hearse like contours that took the Queen, Prince Philip and their guests on may a shooting party.

In 1957, she accepted the gift of a light blue Renault Dauphine when on a visit to the Renault factory in Acton, West London. It is said that this was the car that our new King Charles 3rd learned to drive in.

Since 1961, the Queen had owned a series of Vauxhall estate cars (Vauxhall was one of four car makers to hold the Queen's Royal Warrant along with Bentley, Jaguar Land Rover and Volkswagen).

The Queen owned a Vauxhall Cresta shooting brake and had it to her own specification to suit her outdoor lifestyle.

It had bespoke modifications that included fishing rod holders built into the roof, a dog guard for her corgis and a gun rack. It was painted in Imperial Green and it also remains in the garage at Sandringham. It is rumoured that this was the Queen's favourite car, but people also say that about her Land Rovers. Vauxhall was one of the marques most associated with Queen Elizabeth 2nd, a total of five six-cylinder shooting brakes entered Royal service including PA and PC Crestas.

During the 1960s and early 70s, the Queen owned a series of Rover 3 litre and 3.5 litre saloons. Our late Queen also loved series 1, 2 and three Land Rovers.

At the time of his marriage, The Duke of Edinburgh owned an MG TC Midget. In 1954 he bought a larger car, an Edinburgh green Lagonda 3-litre drophead Coupe.

The car had a radio telephone that Prince Philip used to make prank phone call to his children, and an extra-large vanity mirror so that the Queen could check and adjust her hat. It was used by the Queen and Prince Philip when they opened Britain's first motorway, the M1 in 1959.



The Duke of Edinburgh's 1999 Metrocab in the garage at Sandringham.

His final journey was in a Land Rover Td5 Defender 130 hearse. It was the perfect final transport for an action man and war hero. It was a military inspired dark bronze-green Land Rover that the Prince himself had designed over the course of 16 years in preparation for his fi-



Th then Prince Charles arrives at University College of Wales in his blue 1969 MGC GT

mother as a 21st birthday present. In recent years, it has had a number of modifications in line with the King's sustainable values and is now powered by a bio fuel made from a cheese by product, whey, and wine that nobody would want to drink. Apparently it takes 3 bottles per mile so range is lessened but performance is better. While he is serious about biofuel, he still has a fake red eject button on the dashboard to make passengers nervous.

Prior to his accession, the King made use of a Jaguar XJ and a range of new low and zero emissions vehicles'. For some engagements a Bentley (owned by the Metropolitan Police) is employed for security reasons. For journeys around central London, he acquired an all-electric Jaguar I-Pace in 2018.

Conversely, the then current King in 1904, issued a directive to make it clear that 'electric broughams and motor carriages should not be used for taking members of the Royal family or their suites to Court or other State ceremonies at the Palace', times certainly change.

nal journey. Land Rover provided three, just in case of any breakdowns on the day.

King Charles III's first car was an MGC GT, which he drove from January 1968.

This was followed by a 1970 Aston Martin DB6 Mk II Volante, given to him by his



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Princess Anne learned to drive in a Rover 2000TC but is the world's most famous Reliant Scimitar enthusiast.

She has owned nine over the years. The first was an Air Force blue 1970 GTE – a joint Christmas and 20th birthday present from her parents.

The 1970 performance hatchback was powered by a 3.0 Ford V6 Essex block, which could propel



Anne from 0-60mph in an impressive 8.5 seconds and on to 120mph. It's ability to exceed the speed limit got the attention of the Police and a speeding fine was widely reported.

Early Scimitars were built with the straight 6 engine from a Ford Zephyr Mk3. (When looking for photos, there was one of a minor bump, ironically with a Mk3 Zephyr 4 but no other information.)

Prior to her royal wedding, Lady Diana Spencer drove a Renault 5 and an Austin Mini Metro. Obviously, a Ford Escort was owned as it recently sold for an obscene amount of money for a mid range family Ford. However, in 1987, the Princess decided she needed a pick-me-up and ordered a V12-powered sports car. Her Jaguar XJS was the targa-topped version, the XJ-SC. The XJ-SC was meant to be a two-seater, but Diana had hers fitted with rear seats for her sons. It had a custom-made and permanently fixed rear hard-top to ensure William and Harry couldn't strike their heads on the solid roof bar by accident.



In December 1991, the then Princess Of Wales added to the various controversies swirling around her by leasing a car that wasn't British.

The "R129" Mercedes 500 SL was one of the most glamorous-looking production cars of the day but pressure from the government and trade unions meant that she felt forced to return the burgundy convertible to Mercedes in September 1992.

It is now displayed in the manufacturer's museum in Stuttgart. Despite the German car backlash that resulted in the return of the 500 SL, once Diana was officially separated from Charles, she decided there was no reason she had to drive a British car anymore. This time it was Audi who earned her patronage and the marque's St Johns Wood dealer loaned her a series of cabriolets.

Since Diana's flirtation with Audis, King Charles, William and Harry, and their wives, have enthusiastically embraced them. Apparently, the country of manufacture no longer matters, though it may have something to do with the special discount the royals receive. (may also be because there is not a British owned manufacturer any more though) The most powerful of all the cars supplied to the Windsors was Harry's Daytona Grey RS6 Avant, on which he put 4,400 miles on the clock before selling it for £72,000. Its twin-turbo V8 produces 552bhp and hits 62mph from standstill in 3.9 seconds, making it one of the quickest estate cars in the world. Harry even had the top speed limiter removed so he could hit 174mph, should he wish.



The Duke of Cornwall and Cambridge is mostly seen in Land Rovers, Range Rovers or in the back of his 200mph Bentley Flying Spur.

The Mk1 Ford Focus was an extremely common car in the UK at this time, and it was in this car that Prince William passed his test aged 17. Clearly a keen driver, Prince William passed his theory test one day after his 17th birthday.

Sometimes though, he goes about his business stealthily on a motorcycle – a crash helmet providing anonymity. William passed his bike test aged 19 and has owned a whole bunch of Triumph, Yamaha, Kawasaki and Ducati superbikes and scramblers since then.

Ducati's 1198 appears to be his favourite two-wheeler. He's owned at least four of them, including the incredibly rapid Evo Corse SE.

He has, apparently, been urged "tone it down" now that he has three children. Mice were found to have nibbled away at the wiring loom of Will's 1198SP. A love of motorbikes may be in the royal blood – William's great-grandfather, George VI, was often seen on a 350cc Douglas back in the Roaring Twenties.

William's latest high-speed toy is a £115,000 all-electric supercar. Having launched the Earthshot Prize and long been concerned for the environment, the time was right to pivot away from petrol power. However, an I-Pace or a Tesla wasn't going to cut it. The four-door has dual motors that develop 637bhp, spiriting the future king and his family from zero to 62mph in 3.3 seconds.

(Good job that I had already done articles on Royal Enfield, NSU Prinz, and the Daimler Consort in previous Tradsheets recently or this subject would never stop. Ed)

It is a very sad event that has triggered this information, it shocked the nation as one of its foundations and important symbols passed on. We have a new King with whatever that may bring. RIP Queen Elizabeth and Long live the King.

Compiled from Wikipedia, GQ magazine webpage plus other bits found.

What have we been up to since the last Tradsheet?

Breakfast meeting at Thorne Park was fun. We met up at the park, drove around the small gauge railway there and set up at the end of a grassed area. Nice collection of cars, spoke to several park visitors and had the usual breakfast at the café not far from the park entrance. Weather kind to us again so a good morning out.



Best thing to do when there is a little train to ride on— go for a ride of course.



Thorne Park Breakfast meeting.



Next one, Breakfast at Baxters.

Common theme here, classic cars, members, breakfast and a good chat, next one Saturday, 8th October, Old Station House Café, Snaith, DN14 0AT See you there?



August Bank Holiday sees the Epworth Village Show, a regular event in the club calendar. As well as our club's car display, there is a funfair, animals and a selection of trade stalls.



Next, to September and the club show and concours.

We had decided to hold our own show to meet up and award the trophies as members had asked to try this and it really went quite well at Cusworth Hall. We do seem to be lucky with weather, the July show is usually hot but that is summer and September is definitely tipping towards Autumn.





Here a couple of club cars that we hadn't seen before, lovely cars and well presented. Unsurprisingly they caught the judges eyes. (not that their eyes fell out as such you understand)

A big thank you goes to Danny Mountain and Mark Elliott, neither of whom wanted to be a judge but went round and did the job anyway at the last minute after our planned judge couldn't get there due to illness.





The committee would like your feedback on the event please. We have over 100 club members, expected about 70 cars (based on College for the Deaf show numbers) and had 42 there on the day. It was a good day and nice to meet those who came but could it have been better and how? For example, I think that we could have made the club gazebo more of a focal point to gather together. It doesn't matter what you think provided you let us know, all ideas move us forward.

For those who didn't come along, is there a reason that we can look into, we do know that some were ill so couldn't get there but what about others who we had thought would be there? Maybe it was the location or clashed with another event that you usually attend, not enough going on with just our club. Whatever it was, again, your opinion counts.

Committee contacts are on page 2, feel free to talk to any of us, we can make it anonymous if you prefer but still have your opinion to work with. Thank you Ed.





Meanwhile, club nights at the Burghwallis are going well. We are meeting more indoors now that the weather is Autumnal, or time for the big coat as you might say.





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Club show and concours at Cusworth Hall 18th September 2022.

At members suggestion, we organised our own show this year as we were not sure about doing the trophies at Keepmoat. A nice dry day, on the overflow car park grassed area. We had 42 cars turn up, we were a bit worried when only 20 or so had said they were coming a couple of weeks earlier but it was good on the day. Trophies were there all shiny but our judge for the day couldn't get there due to illness so what to do?

Thankfully, Danny Mountain and Mark Elliott agreed to be press ganged and went around the cars looking and marking as they saw fit. They did a great job at short notice even if it did disrupt their plans for the day and we are very grateful indeed.

Trophies were awarded as follows:-

Turtle Trophy for best Vintage pre 1931–	John Rhodes with his Stanley steam car
The Jewison Award for best pre-war vehicle 1931 to 1940–	Howard Sandford with his Fiat Topolino
The George Moore Trophy for vehicles 1941 to 1960–	Trevor Rodgers with his MG TC
The Star Award for best vehicle 1960 to 1972–	Chris Pick with his MGB GT
The White Award for best classic 1972 to 1985–	Dave Snowden with his Panther Kalista
The Thorley Award for best classic 1986 to current year–	Greg Firth with his Volvo saloon
The Harry Wooley Trophy for most original car–	Trevor Miller with his Rolls Royce
The Century Oils Trophy for best engine bat–	Rob Pick with his MG Midget
Bestobell Trophy for best vehicle in earlier classes–	Chris Novak with his Plymouth Road Runner.

Congratulations to all winners, very nicely presented collection of cars.

We have a number of trophies obviously named after former members, maybe founders, of this club. I would like to know who they were and why we should remember them because that is the purpose of their trophy I guess. If anyone can help me with this I would appreciate it and will see what we can do to better remember them. I also have a Glister trophy that hasn't been awarded as long as I am aware so that person as well please.

Second issue is whether we should consider if the categories of trophies needs revising as we get more classics into the club while some of the Veteran and Vintage shrink in numbers.

We do have a few trophies that are just stored, some extras from Barry Wilkinson's sister when he died, so there is room for more categories. Best interior has been suggested I am sure that there are others worth having.

Trophies are covered by the rules so any big change would need to be agreed by members at the AGM but discussion and ideas can start straight away. As with the club name, we can go for stay the same, slight amendment or wholesale change, it is for members to decide at an AGM what you want for the club as it is your club.

We have had this message from the organisers of the inter car club quiz.

The main beneficiary of the raffle etc is the Yorkshire Air Ambulance service but there are other charities supported as well.

‘Just to confirm that The Inter Car Club Quiz Nights will commence on Monday 31st October at Horbury Working Men's Club, Cluntergate, Horbury, Wakefield, WF4 5DB at 8pm.

Tony and I look forward to seeing you all there!’

Other dates hopefully will be:

28th. November 2022

Nothing in December

30th. January 2023

27th. February 2023

27th. March 2023

This quiz is a lot of fun but our team has been badly outnumbered by other clubs so needs a bit more support, and right answers. There is a pie and peas meal and usual working mens club services. Covid has affected the will to be there but, with vaccinations and it's current decline, why not give it a go with other club members.

Club Questionnaire– a number have returned them with some good suggestions and opinions to consider. Harsh reality is that we have about 20 so far. It may be that the short return date was not the best idea so, if you still want to contribute, fill them in and give them to Andy at a club night, email or post. The committee is trying to reflect member opinions in any proposal that goes to the AGM for discussion and vote, the nearer we get to something acceptable at the start the better.

All opinions and ideas are always considered even if some are physically impossible at our age.



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 19th September 2022*

2022

Sept 24-25 Morris Minor Northern Rally, Clotherholme Farm, Ripon*
Sept 24-25 NVTEC Pennine Group Rally, Lanes Farm, Ackworth WF7 7DX
Oct 1 Sturton & Stow Show
Oct 2 Crow Nest Park, Dewsbury (YTCC)
Oct 2 Notts Classic Show, Thoresby Park (AG)*
Oct 8 Old Station House Café Breakfast Meet, Pontefract Road, Snaith DN14 0AT TBC
Oct 9 Autumn Closer Run, The Motorist, Sherburn
Oct 31 Inter Car Club Quiz, Horbury WMC, 8pm
Nov 6 London to Brighton Run <https://www.veterancarrun.com/>
Nov 11-13 NEC Birmingham
Nov 28 Inter Car Club Quiz, Horbury WMC, 8pm

2023 TBC

May 28 Thornton le Dale Spring Gala
June 24-25 Sheffield Steam Rally
July 1-2 Duncombe Park Steam Rally (GYTEC)
July 29-30 Epworth Car & Bike Show, Epworth Showground

NB: EYTCC events for non-members are online only

'The Motorist' in Sherburn in Elmet hold a number of weekly events throughout the year. See their website;
www.themotorist.com.

Newark autojumble provisionl dates; 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
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
GYTEC Great Yorkshire Traction Engine Club www.gytec.weebly.com
JB John Brook, Brickyard Farm, Badsworth, Pontefract WF9 1AX (brickyardorganic@yahoo.co.uk)
JEC Jaguar Enthusiasts Club <https://jec.org.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
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>
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

Austin Princess Limousine.

The first Austin Princess A120 was launched in 1947 as the most expensive flagship model in the Austin range at the same time as the A110 Austin Sheerline (designed during the war) which body was built on the same chassis at Longbridge, the A110 produced 10 less horsepower being fitted with a single carburettor. Both cars always had bodies that were massive and heavy in appearance.



1965 Austin Princess

The Princess (model code A120) featured a body by the coachbuilder Vanden Plas and was a large saloon or limousine. The car was offered with two distinct interiors. The "DM" or limousine type had a sliding glass partition between the driver and rear passengers plus picnic tables, and the "DS" was the saloon.

The saloons were successful as a top-executive car, many Princesses (and Sheerlines, for that matter) were bought for civic ceremonial duties or by hire companies as limousines for hire. The standard saloon weighed almost two tons, was 16 ft 9 inches long and 6 feet 1¼ inches wide on a 10-foot 1¼-inch (the short) wheelbase.

The Princess model was updated over the years through Mark I (A120), Mark II (A135) and Mark III versions, the largest variation being the introduction of the long-wheelbase version in 1952 with a longer body and seven seats: apart from that, the bodywork and running gear hardly changed, nor did the D-Series 4-litre straight-6 engine.

The radiator was fairly upright in old-fashioned style and the car had separate front wings, but these cars were always more modern in style than the equivalent-sized Bentley Mark VI or Rolls-Royce Silver Cloud and, for the saloon, the price was just a little more than two-thirds of the Rolls-Royce.

From August 1957 the Austin part of the badging was dropped so it could be sold by Nuffield dealerships as "Princess". From May 1960, the Vanden Plas name was added in front of "Princess".

The original Princess was powered by a 3.5-litre straight-six engine. This was enlarged to a 4.0-litre unit without further modifications. The Princess was often built to order. Customers could specify the colour required and a range of different setups were available.

These included triple or single carburettors and twin or single exhaust systems. Whilst the sportier multiple carb version performed better, it achieved only 12 to 14 mpg. The single carburettor version gave slightly better fuel consumption. Performance was good for a car of its size, with a top speed of 90 mph and acceleration 0 to 60 mph in 20 seconds. In 1950, the Limousine version was introduced. The chassis length and passenger area were enlarged to enable a pair of drop down seats to be mounted on the rear of the front seats and a glass division was standard.



These early cars are now extremely rare, especially the saloon versions. Many of the saloons were converted for use as taxis in the late 1950s, fitted with Perkins diesel engines for better economy. During the life of this model (in 1952), Austin became part of the British Motor Corporation (BMC).

The Austin Princess IV was introduced in 1956. Offered in Saloon (DS7) and Touring Limousine (DM7) models, this replacement for the former Sheerline and A135 only stayed in the catalogue until 1959; 199 were built.

The engine was the Austin D-Series straight six with redesigned cylinder head and was fitted with twin SU HD6 carburettors. The power output was 150 bhp. A GM Hydramatic automatic gearbox and Girling power-assisted steering were fitted as standard. The luxurious interior now featured redesigned dashboard with instruments directly in front of the driver rather than in the centre.

The last A135 Mark 3 had been priced at five times the price of an Austin A30. The new IV had to be priced at 6.5 times the price of an Austin A30, at which price there was almost no demand. The name was shortened in August 1957 when the car lost its "Austin" designation, now being branded simply as the Princess IV so it might be sold by either Morris or Austin dealers. The Times tested the Princess IV and reported on it at some length in early February 1959. The Princess IV was discontinued in 1959.



An Austin Princess IV was road tested by The Autocar magazine on 3 October 1958, as No.1703 in the series. The engine was rated at 150 bhp (gross) and it returned a maximum speed of 98.7 mph, under the test conditions prevailing.

The Austin A135 Princess Long Wheelbase Saloon (DS6) and Limousine (DM4) were introduced in 1952. The GM Hydramatic 4-speed automatic transmission and Hydrosteer power steering from Princess IV were fitted from 1956 as options.

The marque name was changed from Austin to Princess in August 1957 and then to Vanden Plas from July 1960. The long wheelbase models continued to be built by hand in limited numbers as the Vanden Plas Princess 4-litre Limousine, until 1968.

All now being parts of British Leyland, the Jaguar Mark X-based Daimler DS420 was initially produced at the Vanden Plas works in Kingsbury, North London and then replaced the Vanden Plas Princess with the new, slightly rationalised range.

This had been foreseen in 1966 when British Motor Holdings (BMH) had brought BMC and Jaguar together, and stopped development at Vanden Plas of the potential successor car. The limousine was luxuriously appointed with much polished wood, optional mohair rugs and radio with controls in the armrest.



Among the long list of available extras were monograms and a flagstaff. The driving compartment was separated from the rear of the car by a division with an optional telephone for the passengers to communicate with the driver.

The driving seat was finished in leather but the rear seats were trimmed in cloth, the usual arrangement on many luxury cars of the time. Though not as durable as leather, cloth was considered kinder to passengers' clothes. To increase seating capacity two occasional seats could be folded out of the floor the car had independent

coil suspension at the front with semi elliptic leaf springs and anti-roll bar at the rear. The cam and peg type steering gear had optional power assistance.

The Vanden Plas Princess 1100 was launched in 1963 as a luxury variant of the BMC ADO16. Production of the Princess 1100 and subsequent 1275 and 1300 models ended in 1974 with 43,741 examples produced.

The final use of the "Princess" name was for the Princess 1800 / 2200 of 1975–78 and the Princess 2 1700 / 2000 / 2200 of 1978–81. This was not badged as an Austin on the home market (although it was badged as such in New Zealand), but was sometimes confused with one because for the first year of its life it was marketed (variously) as the Austin, Morris, and Wolseley 18–22 Series. It was succeeded by the Austin Ambassador in 1982 and thus marked the end of the Princess marque, although the Vanden Plas name continued as the most luxurious trim level in the Rover SD1 range.

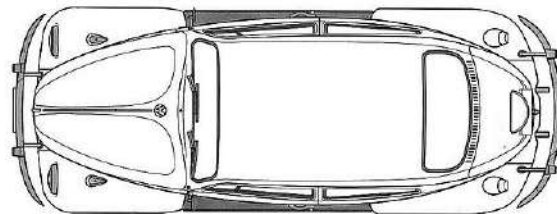
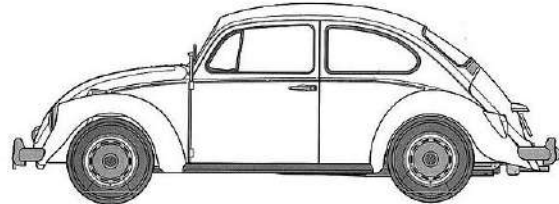
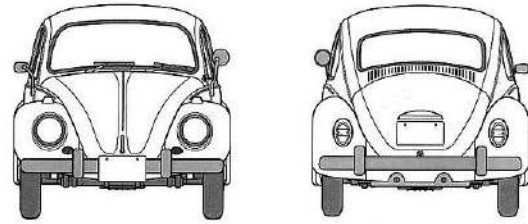
The Volkswagen Beetle is

a car manufactured by the Volkswagen company. It was designed by Dr. Ferdinand Porsche. When it was introduced, it had gone through over a million miles of testing - more than any other car at the time.

The history of the car is the history of the Volkswagen company - the company was created to make that car. Other than some military vehicles during WWII, it was the only car the company made at first.

The car was made from 1949 to 2003, over 23 million of them. For many years, it held the record as the most-sold car ever. It took the record from the Model T Ford in 1971, and held it until 2000 when the Toyota Corolla took it away.

The basic shape and design of the car did not change. It was also powered by an engine in the rear, had a small boot up front, and was air-cooled.



New Beetle 1997 to 2011

The Volkswagen New Beetle is a compact car, introduced by Volkswagen in 1997, drawing heavy inspiration from the exterior design of the original Beetle. Unlike the original Beetle, the New Beetle has its engine in the front, driving the front wheels, with luggage storage in the rear. Many special editions have been released, such as the Malibu Barbie New Beetle.

At the 1994 North American International Auto Show, Volkswagen unveiled the Concept One, a "retro"-themed concept car with a resemblance to the original Volkswagen Beetle. Designed by J Mays and Freeman Thomas at the company's California design studio, the concept car was based on the platform of the Volkswagen Polo. A red cabriolet concept was featured at the Geneva Motor Show, also in 1994.

Production design approval was reached in mid-1995, with a design freeze resulting in 22 months of development time for production. In October 1995, the Volkswagen Concept Two was shown at the Tokyo Motor Show, essentially an early preview of the production model due in early 1998. Strong public reaction to the Concept One convinced the company that it should develop a production version which was launched as the New Beetle in 1997 for the 1998 model-year, based on the Golf IV's larger PQ34 platform. The New Beetle is related to the original only in name and appearance (including the absence of a car emblem script with the exception of the VW logo). For the 1998 model year, only the TDI compression-ignition engine was turbocharged; the spark-ignition engines were only naturally aspirated. In June 1999, Volkswagen introduced the 1.8T, which was the first turbocharged spark-ignition engine offered for the New Beetle. Volkswagen created a web site dedicated specifically to the 1.8T. A convertible was added for the 2003 model-year to replace the Volkswagen Cabrio. However, the New Beetle Convertible was never offered with a compression-ignition engine in North America. The third-generation Beetle Convertible, the successor to the New Beetle Convertible, was offered with the TDI compression-ignition engine in the USA but not in Canada, though, making it possibly the only diesel convertible car offered in North America.

The New Beetle carries many design similarities with the original VW Beetle: separate bumpers, vestigial running boards, sloping headlamps, and large round taillights, as well as a high rounded roofline. It was assembled in VW's Puebla factory in Mexico.

The New Beetle achieved five stars in the 2011 Euro NCAP tests compared to four stars in the 2000 Euro NCAP tests scoring 25 points (33 to reach five stars).

The RSi is a limited 250 unit version of the New Beetle. It included a 221 hp 3.2-litre VR6 engine, a 6-speed gearbox, and Volkswagen's four-wheel drive system 4motion, Remus twin-pipe exhaust.

It was rumored Porsche tuned the suspension but the suspension tuning was actually carried out in-house at VW Individual.

The suspension was greatly altered at the rear, with geometry more geared to the race track and a rear cross brace behind the rear seats, 80 mm (3.1 in) wider, unique front and rear bumpers, a rear diffuser, large rear wing, and 18x9 OZ Superturismo wheels with 235/40ZR-18 tires. Inside, it was trimmed in red, billet aluminum, and bright orange leather. The front seats were Recaro racing buckets. Notable disadvantages found were loud cabin noise and shorter rear tyre life.

The Wolfsburg edition was first released in 2000 with a limited supply being distributed to a select few countries, including the USA, England, Australia, and Japan. These came in a limited color choice of white, black, and silver, all sporting a black roof and older styled alloy mag wheels styled off the original beetle steel wheels.

VW New Beetle RSi 2001 to 2003

They all came in the 2.0L 5-speed manual only, no automatic option was available.

They also had the VW emblem in chrome on black which is similar to that already being used in the USA, although other countries had chrome and blue VW emblems.

They were priced at a higher price point than the standard which did not buy a lot of value other than a more stylish look. This model was soon dropped and later replaced with an unlimited IQ model in white and black.

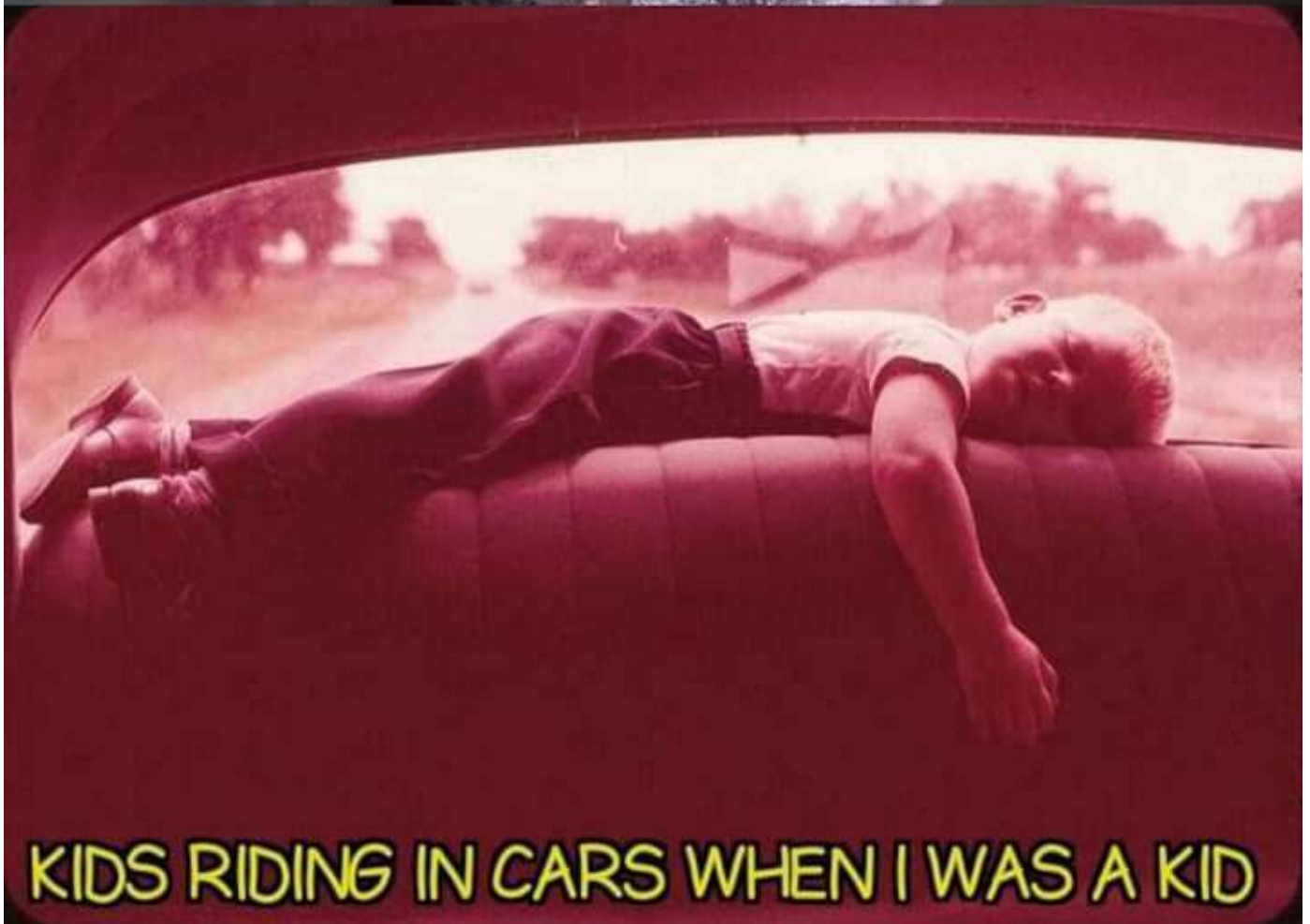


The Volkswagen New Beetle was Motor Trend's "Import Car of the Year" for 1999.





KIDS RIDING IN CARS TODAY



KIDS RIDING IN CARS WHEN I WAS A KID

Skoda Octavia.

The Škoda Octavia is a small family car which was produced by Czechoslovakian automaker AZNP at their plant in Mladá Boleslav from 1959 to 1971. It was introduced in January 1959 and was named Octavia as it was the eighth car produced by the nationalised Škoda company.

The saloon was produced until 1964, when it was replaced by the Škoda 1000 MB. An estate version was introduced in 1961, and remained in production until 1971.

The car was the successor to the Škoda 440/445 on which it was based. It featured redesigned front axles with a coil spring and telescopic shock absorbers rather than a leaf spring as in the 440.

The 2,800 lb saloons were sold with 1089 cc engines producing 40 PS, later 50 PS and 1221 cc engines with 45–55 PS. The slightly heavier estate cars at 3,009 lb were all shipped with 1.2 litre engines. The top speed was 68 to 71 mph.

The Škoda Octavia engine and gearbox were used in the Trekka light utility vehicle, which was manufactured in New Zealand from 1966 to 1973. The Octavia name was resurrected in 1996 for a new model.



Skoda Octavia-first generation 1996 to 2004

The more modern Škoda Octavia is also a small family car produced by the Czech car manufacturer Škoda Auto since the end of 1996. It shares its name with an earlier model produced between 1959 and 1971. Four generations of the modern-era Octavia model have been introduced to date, delivered with five-door hatchback or five-door estate styles only. The car is front engine, both front- or four-wheel drive are offered. Around five million units have been sold in its two decades of presence on the market. The Octavia is Škoda's most popular model; about 40% of all newly manufactured Škoda cars are Octavias.

The current generation is available in a wide range of derivatives, i.e. sports Octavia RS, estate Octavia Combi, four-wheel drive Octavia Scout, frugal Octavia GreenLine and CNG-powered Octavia G-TEC.

The first generation Octavia was released in November 1996 and was built at the modernised Škoda factory in Mladá Boleslav, Czech Republic. This generation was made available in hatchback or estate styles.

In the United Kingdom, sales began in 1998 and the mid-size car was a success, nearing the success of established large family car favourites such as the Ford Mondeo and Vauxhall Vectra.



The first generation Octavia had a facelift in 2000, and was still manufactured and marketed in some markets, even after the second generation was introduced in 2004. In Germany, and other parts of West Europe, as well as Asia, the first generation model was marketed as the

Octavia Tour, while the newer model is marketed as the Octavia. In some markets, the first generation Octavia was still known as Octavia, and the newer model was referred to as the new Octavia, Octavia5 (Greece) or Laura (India).

In India, Octavia was launched in 2002 and was an instant hit for its frugal engines and solid build. It became a huge success in India, selling 44,900 units.

Revisions to the facelifted model included independent rear suspension and revised interior.

The facelifted Octavia featured a 4x4 wheel drive version both for the estate and more popular hatchback models, and used the Haldex Traction clutch, like other Volkswagen Group A platform based cars (Golf IV, Audi A3 and Seat Leon Cupra R4). It had higher ground clearance and a bigger fuel tank carrying 14 imp gallons compared to the 12 imp gallon standard front wheel drive versions.

The 4x4 option was only available with the 1.8 T 150 bhp petrol engine, the 1.9 TDI 90 bhp diesel engine, or the 2.0 L petrol engine, all coupled with a 5-speed manual gearbox, and with the 1.9 TDI-PD 100 bhp diesel engine which came with a 6-speed manual gearbox.

The other 6-speed manual model was the 1.9 TDI-PD 131 bhp only available with front-wheel-drive.

The RS (vRS in the UK) was the top-level and quickest specification and used a 1.8-litre straight-4 turbocharged engine which produced 178 bhp. Škoda made a limited number of 100 WRC Replica Cars worldwide in 2002. These differ from normal RS Octavias, as they are produced in white, have rally decals and have additional accessories as standard (such as ESP, xenon lights, heated front seats).

The engines used are the same as for many other cars in the Volkswagen Group:

A special version of the Octavia, lengthened by 8 cm, was produced in 2001 and only intended for government purposes. It was available in the Laurin&Klement trim (which included air conditioning, leather and cruise control among others), but also equipped with other features such as a telephone, reading lights and folding tables. The length was achieved by widening the center pillar, thereby increasing space for the rear seat passengers.

Supposedly, Škoda delivered only 25 automobiles to the state administration, five of them in the facelifted version. All were hand-built and the factory sold them below the build price.

The Škoda Octavia has been used in the European Touring Car Championship, the World Rally Championship and the FIA 2-Litre World Rally Cup.

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Fitted as standard:
special Oyster metallic finish.

Fitted as standard:
vinyl roof and
matching
sunshine roof.



Fitted as standard:
exclusive L.E. side-stripe and motif.

Fitted as standard:
driving lamps,
halogen headlamps and under-riders.

Fitted as standard:
special wheel trim.

Fitted as standard:
special L.E. steering wheel.

Fitted as standard:
complete instrumentation
including clock and tachometer.



Fitted as standard:
all-round tinted glass.

Fitted as standard:
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You'd expect any Morris to give you a lot of value. The Morris name means sound, sturdy engineering, reliability, running economy and classic, unfussy style.

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