



Founded 1967



**NEWSLETTER OF THE
TRADITIONAL CAR CLUB
OF DONCASTER
AUGUST/SEPTEMBER 2023**

Editorial

Hello members,

Here we are about two thirds of the way through the season. A blazing hot June has given way to a mostly wet and dull July, hoping for better next month or two.

As we can see by the photos in the centre, members have been taking advantage to get to car shows and events all around the area. Some shows are doing better than others but there is a feeling from many that numbers are still down on pre lockdown but getting better all the time so a lot of promise to come.

I did worry that the forecast was going to finish off the Keepmoat show that we do with Rotary but it happened, people enjoyed it and it covered costs which are the main things that we all needed. There were a lot of very nice cars on show that could have been hiding in their garage but there they were doing their best to shine in the murky conditions. A lot of credit goes to the drivers for saying stuff the weather, we are going anyway.

Our breakfast meetings are well attended and friendly and club nights are going well.

Our next big event is the club concours meeting at Cusworth Hall on September 17th where we will have the judging and trophy awards that we used to do at the College for the Deaf. We have two volunteer judges and members choose if you want to be judged or not in the various trophy categories in the rules. To those that are not bothered by trophies, it is an annual club day where we can meet together in our own area and enjoy the day and the company. Still checking whether we are in the field bit or in front of the house, more details when we have them. There is a café there so bring your own or buy in there, whichever you like. Bring your own chairs though.

Club Trophies— could all those that won last year bring the trophies back to a club night or contact me to collect them please. If all back by the end of August, they will be engraved up to date and be there all shite and briny ready for the next winner. We will have to see what the weather does but it is happening whatever.

I have finally got to the point where I think that I have done all of the welding needed for the Mazda MOT. Just need to see whether the tester agrees once this newsletter is off to print. I think that I am ready to concede that I may have done way more than expected, you know how a little rust hole grows once you start cutting back to find sound metal, and way more than was good for me. I salute the sacrifice of 15 cutting discs, 20 flap discs, the brushes in the angle grinder, most of a roll of wire in the mig welder and a whole bottle of gas. The scratches and burns are healing nicely, the aches are getting better and I may well have saved around £2000 in doing it myself plus I know that the rust is cut out not just covered over. Just need the tester to agree it is worth a pass. Needless to say, my project has sat under the covers sulking in case another year passes with me doing something other than it. If the weather brightens in mid August, it still has a chance but we will see. I have managed a few camping weekends and a festival so not all bad so far.

I wish you all happy and safe motoring

All the best

Andy Campbell

Can I take a picture of the moon?
Pisa Tower: yea sorry



Wolseley-Vickers “Wheel-Cum-Track” Car, 1926

If you’ve ever got a car stuck in the mud, snow, or any other kind of slippery surface, then you have an idea of how helpful having tank-style tracks can be in specific scenarios. Obviously, though, there are disadvantages to driving a tank around city streets, but that’s a problem that Wolseley-Vickers attempted to solve with its “Wheel-Cum-Track” car all the way back in 1926.



Equipped with both tracks and usual wheels, the vehicle could be driven around like a traditional car or it could lower its tracks to tackle tougher terrain like a tank. It’s called the Wolseley-Vickers because it’s actually based on a Wolseley car, with Vickers adding the track system later on. That being said, it’s not a very aesthetically pleasing combination, to say the least.

Being built in 1926, there’s not much information readily available about it, but we do know it was likely being evaluated for use as a sort of all-terrain staff car.

Records from the British Imperial War Museum seem to indicate that the car was tested in trials to determine its capability against a number of other similar vehicles, including offerings from Citroën and different British manufacturers along with Vickers.

Although images of the vehicle in the open-top cabriolet configuration are not available from the British Imperial War Museum, it does have photos of the vehicle in a different configuration. A version of the vehicle apparently could travel 15 miles per hour on tracks, or 25 on its wheels. Clearly, the added mechanical complexity wasn’t really worth just ten miles per hour.

In the end, one can assume that the need for such a vehicle was satisfied by less-complicated contraptions like half-tracks and smaller, faster tanks. However, the Wolseley-Vickers “Wheel-Cum-Track” car is still an interesting vehicle, and indeed one that was likely as cool to drive as it was complex. It certainly has a unique aesthetic, to say the least.

(This original article was published in **The Drive**)



Chair's Chat

Dear Members,

The Rover 75 has now had new calipers and pads and I decided to bling it up.

Yes, even at my age, I thought that a little more chrome strip would make it look better so I've added some to the front and rear skirts.

I've had some stick-on chrome strip for years so finally found a use for it.

I hope you are all enjoying the rally season and getting your cars out and about. My Rover 75 has now had a new in-tank fuel pump as well as a new under the bonnet pump and filter and crankshaft sensor. I did go to Beverley with it and it started well enough for the return trip. After nine weeks of what seemed like camping out we now have a fully functioning kitchen.

I am writing these lines from Leeds/Bradford airport as we're going to a wedding in France so we're looking forward to a break even though the flight is delayed a bit. I haven't been to any shows as such so far this year, guess there has just been too much on, but I am hoping to get the old Austin out sometime over the next month to give it an airing and hopefully travel more than a mile which is all I seem to have done since I got it.



Let's hope that next time I come to the Club in the 75 it will start ok. It's returning between 48-56 to the gallon with gentle driving so I guess that's not too bad for a two litre diesel engine. It's good to have a few new members in the club so please do make them feel welcome and include them in your conversations and socialising. Safe and happy motoring to you all.

Best Wishes,

Stuart Carey

Now we all know that changing the air in your tyres from winter to summer air is a wind up. (I hope). Talking off wind up, the purpose of windows and quarter lights isn't to change the air inside as the seasons change, more recently it is to pay for car parks, toll bridges and wave to other classics out on the road.

Fuel, however, is a different matter as neatly explained in an article in the Fiat Register newsletter in an article lent to me by Howard Sandford.

Petrol seasonal changeover

Petrol volatility changes during the year to reflect the seasonal climate as we move from winter to spring, summer to autumn and back to winter again. The European petrol standard EN228 allows national standardisation bodies to select appropriate volatility and distillation characteristics to suit their local climate conditions.

The UK Government has recently updated the Motor Fuel Regulations with respect to the seasonal changeover, requiring summer quality petrol to be supplied into the distribution system from blending facilities from the 16 May and this has been reflected in a revision of the BS EN228 petrol standard. This change should help ensure that the summer volatility specifications are met in a timely manner and all service stations have summer quality fuel from the 1st of June. It is a legal requirement that the summer volatility specification is met by fuel suppliers.

The British Standard BS EN228 sets out the following vapour pressure grades and shown below:

From the 16 April each year a Vapour Lock Index (VLI) specification is applied as the move from winter to summer

volatility is carried out by the fuel suppliers. $VLI = 10 \times \text{Vapour pressure} + 7 \times E70$. The E70 is the percentage of fuel distilled at 70°C. During this time, high winter volatility petrol is still in the distribution system and the introduction of the VLI specification endeavours to limit vapour locking problems in carburettor equipped vehicles by adjusting the vapour pressure and distillation characteristics of the petrol. The VLI specification was developed over many years of vehicle operability testing by the oil industry under controlled temperature conditions with different volatility fuels. Modern fuel injection vehicles with higher pressure fuel systems are less prone to vapour locking issues, although fuel volatility is still important to ensure good starting characteristics and low emissions levels.

Due to the effect of

ethanol on the distillation characteristics of the petrol, the VLI specifications are different for E5 and E10 petrol during the seasonal changeover process due to different E70 and E100 requirements. The E100 is the percentage of fuel distilled at 100°C.

- E5 VLI = 1250 max
- E10 VLI = 1264 max

The higher E10 VLI level will increase the vapour locking tendency of E10 fuel slightly when compared to E5.

Whilst a range of volatility is allowed with each season, the reality is that due to manufacturing limitations and production cost issues, the volatility will always be close to the upper limit in the summer and winter from all suppliers.

The lowest volatility petrol is available in the UK summer between 1 June and 31 August. The transition to summer grade depends on the fuel supplier logistics and service station throughput volume. It typically takes 3 deliveries to a service station of low volatility summer grade petrol to meet the maximum summer volatility of 70 kPa. Low throughput service stations do not have to comply with the summer volatility

specification if they have not received 3 deliveries by 1 June.

Vehicle operability problems usually occur during the spring and autumn periods on warm days where high volatility fuel is still in the market as the VLI requirement does not protect against vapour lock in more severe vehicle fuel systems. With many historic vehicles fuelling with super unleaded (E5) fuel, known as the protection-grade, it is important to purchase the fuel from a high turnover service station to ensure the lowest volatility is available at the pump to help minimise vapour locking issues.

The UK (BSI) is a member of the European standards organisation CEN and follows the European fuel standards. CEN have announced that they will be reviewing the EN228 petrol standard in the coming year and the need to maintain a VLI limit to protect classic and historic vehicles fitted with low pressure carburettor fuel systems will be discussed. The FBHVC will request that the BSI PTI/2 fuels committee support the existing VLI requirements to help avoid vapour locking and vehicle operability problems in classic and historic vehicles.



Nigel Elliott

Nigel's career in engine and vehicle testing, fuels product development and quality in the oil industry culminated in his current role as a consultant and industry advisor in the UK and Europe. He is an active member of the British Standards Institute's Liquid Fuels Committee. He supports and competes at Shelsley Walsh in a modified Triumph TR7 and has many other historic car and club interests.

As far as I know, there are no plans for winter and summer electricity for those cars.

One hearse power!



TREVOR AT THE WHEEL of his Austin hearse . . . and loading up the spacious rear compartment.

Businessman Trevor Miller has switched to hearse power for his personal transport.

For Trevor, who lives at West Melton, and has a television and second hand business at Conisbrough, has just acquired a 1938 18 horse power Austin hearse for his business.

He got the black vehicle from a man near Doncaster after doing a straight swap for a second hand colour television.

It is believed that the hearse, which still has blinds for the rear windows, is very rare, because it has two pall bearers, tip-up seats next to the coffin platform in the rear.

Trevor (29) said the vehicle, which has only 28,000 miles on the clock — it was used only for short trips to and from the local cemetery — had not been used for four years.

He said: "I am interested in old vehicles and have several others in my collection, but I found the hearse particularly interesting.

"It has loads of space at the back, which will be very useful for carrying things for the second hand business.

It would make a good estate car or caravanette with little structural work involved and with the two occasional seats in the rear it provides



more space for passengers.

"With such a small mileage the engine is only just nicely run in and the bodywork is not in bad condition either.

"When I get it fully restored I may also take it to rallies as it is so unusual.

"I have no idea how many

bodies it has carried, but it has not been used for funerals since the early 1970's.

MILE NOTE: The 28,000 mileage, over 40 years represents a total mileage of 700 miles a year or just over 13 miles a week . . . a genuine low mileage job.



An article in a Yorkshire newspaper but not sure which. Trevor is looking very young here so it is not a recent one. The article reads:-

‘A Sprotborough man is on the look out for a benevolent farmer with an empty barn who is willing to put up with six old lodgers. The prospective lodgers are Mr Trevor Miller’s £2500 collection of cars for which he cannot find enough garage space at his home in Boat Lane, Sprotborough.

Mr Miller, a 21 year old television engineer, started when he was 10 and bought his first car for £5 when he was 13.

This first car, a 1950 Ford Anglia, started Mr Miller’s craze for old vehicles and, since then, he has been finding and restoring them. His present collection of 6 is made up of a 1937 Austin taxi that once plied the streets of London, a 1952 four and half litre Bentley that was used as an executive limousine by the Doncaster based firm British Ropes, a 1949 Fordson van, a 1935 Ford Eight, a 1935 Austin Seven complete with the original wire wheels and a big 1955 Phase 2 Vanguard.

Mr Miller tours the garages in the Doncaster area to find the old cars and dig out spare parts. Although the Fordson van he acquired by dragging it out of a marsh.

His prize possession is the taxi for which he was offered £1000 by an American collector five years ago.

All the cars are in running order and Mr Miller tries to alternate his road tax budget so he can use each car in turn for his regular transport. His opinion of modern cars is scathing.

‘I wouldn’t have one if given to me, driving a new car is like driving a tin can. There’s no real metal in their bodies and no real chassis underneath them’ he said.

All my cars have character, you can’t say that about any modern car, he added.

Despite the present high value of the collection, unless he can find more room to keep them, Mr Miller will consider selling some of the cars, although he will definitely keep the taxi and the Bentley. To get the cars and spares has cost Mr Miller £610.’

Brogan Doodlebug: Frank Brogan Offered “Minimal Motoring” in Small Numbers

Minimal motoring” – small, no-frills, basic transportation – has never satisfied the American car owner. In 1912, a cycle-car craze began in Europe and quickly spread to the United States, where more than 200 manufacturers sprouted and shriveled within 18 months.

After Ford stopped producing the Model T in 1927, upstarts like Martin, Littlemac, American Austin, and Bantam attempted to fill the economy car void. But the public preferred large used cars over tiny small ones.



However, as the supply of dependable used cars dried up during World War II, pilot Frank Brogan believed attitudes would change. His B & B Specialty Company at Rossmoyne, Ohio, primarily manufactured a variety of screws, fasteners, and other machine products. But he also created the lightweight Brogan Foldable Monoplane that could be towed from the airport to the owner’s home for garage storage. Later, he designed a motor scooter for his daughter. And in 1944, his wife asked him to design a small car to make shopping tasks easier for women whose husbands took their primary vehicles to work.

Frank Brogan crafted a sleek, two-passenger runabout he called the Brogan Doodlebug. It featured a highly streamlined steel body with headlights and windscreen posts seamlessly blended in. The topless, door-less three-wheeler measured 96 inches long, rolled on a 66-inch wheelbase, and could be turned around within its own length. With the buyer’s choice of rear-mounted, single-cylinder Briggs & Stratton or twin-cylinder Onan air-cooled engines, the Doodlebug could achieve a top speed of 45 miles per hour and travel nearly 70 miles on a gallon of petrol.

Brogan designed the Doodlebug especially for women, so he made sure operation and maintenance were easy. Gear-changing was automated using a mercury-actuated system similar to fluid drive, which eliminated the clutch pedal. Changing the hidden front tyre simply required popping out the grille and unscrewing two bolts. The engine was removed just as quickly—lift the rear deck lid, release three pins, disconnect the petrol line, and lift the engine from its position beside the five-gallon fuel tank and battery. Frank Brogan referenced an October 1944 clipping from The Washington Post, which featured Ray Russell’s Gadabout in his patent application.

.....

**Apparently, you have to put your headlights on if it is raining in Sweden,
How on earth am I supposed to know if it is raining there?**

After photos of the Doodlebug appeared in the nation's newspapers and popular magazines, Brogan received an average of 200 postcards and letters per month. Requests to buy and distribute came from every state and 20 foreign countries. Brogan hand-built 30 Doodlebugs and sold them for \$400 each before realizing he lost \$100 on every car he turned out. Tooling for mass production required \$150,000 that he didn't have, so he suspended Doodlebug sales.



Instead, he used the same chassis design for the three-wheeled Errand Boy delivery scooter, and developed the four-wheeled Brogan-Truck pickup and delivery van. Brogan-Trucks featured one steerable wheel upfront and three independently sprung wheels in the rear with power transferred via chain to the centre rear wheel. The odd configuration eliminated the need for a costly differential. Brogan-Truck prices started at \$450, and Frank Brogan sold more than 200 of them. But he still wanted to build passenger cars.

While we are looking at the oddities of motoring, how about spring tyres?

Apparently, due to the wartime shortage for rubber for tyres, this idea of spring tyres came about. Necessity is the mother of invention.

Doesn't seem to have caught on though, I guess that stopping distance might not have been too good on a paved road.



Members out and about.



Geoff Humphrey sent this photo from the Brodsworth Show in June. Sounds like it was smaller than usual and I wonder if that was because they were doing on line booking only and many owners don't use computers.



Meanwhile, Terry and Trevor went to an event at Brighton airfield and the weather was good enough for a good air display as well.



Andy and Carol went to the Anston Steam fair, good as usual. Just a reminder how sunny and hot June was!

Club cars at the Plover Primary School event.





Shaun saw these at Woodall Spa and put his other photos on the members only facebook page. Seems that the 1940s shows are not planning to slow down any time soon.



Meanwhile, Bill Smith won a trophy at the Kingston Shipping car of the year show.

Well done with an unusual, interesting and very nice car, a 1954 Kaiser.

**Checking your pockets
before the laundry:**



normal people



me



Stuart decided to skip local shows, this is the motor museum in Rheims, very nice.

Photos from Chris of a row of Anglias at Newby Hall which looked a very busy show, unlike some others. I have to say that, growing up near Fordland as I did, a shiny row of surviving Dagenham dustbins is a lovely sight. So many were raced, converted, customised and wrecked that these survivors are special.



When the price of petrol goes up, we sell more 1100s.



The fact is an Austin-Morris 1100 gives you up to 7 miles per gallon more than its American owned competition. With the price of petrol as it is today, that adds up to quite a saving.

Another saving is space. Despite the fact that the 1100 is up to a foot shorter in length than comparable cars, there's more room inside.

We've achieved this by mounting the engine sideways. An engine that develops 0-50 mph in a very respectable 14.7 secs. (Its big brother, the 1300, does it in 10.6 secs.)

And here's a car that thrives on bad weather, winding roads and rough surfaces. You see, the 1100 has front-wheel-drive. So you're "pulled" out of trouble, where most cars are just "pushing" you into it.

While we're safely whisking you through the toughest conditions—you won't feel a thing. Thanks to Hydrolastic® independent suspension.

And here's a sober thought: the 1100 will cost you a mere £770*.

Which explains why the Austin-Morris 1100 and 1300 is Britain's most successful car.



AUSTIN-MORRIS 1100 MK2

*Recommended price inc. p.t. Extra is charged for delivery, seat belts and number plates. All figures quoted from Autocar.

So we come to the show at the Eco power Stadium (Keepmoat to most).



Unlike previous years, it rained a lot of the time and was not warm. Luck of the hot, dry events had to run out one year, this was it. Despite that, many still came anyway from the club, other clubs that had booked in and there was a really good display of motoring both classic and a lot newer that will become classic in time. Likely to have been less walk in public so raised less for charity but covered costs and was a good event.

A case of necessity being the mother of invention.



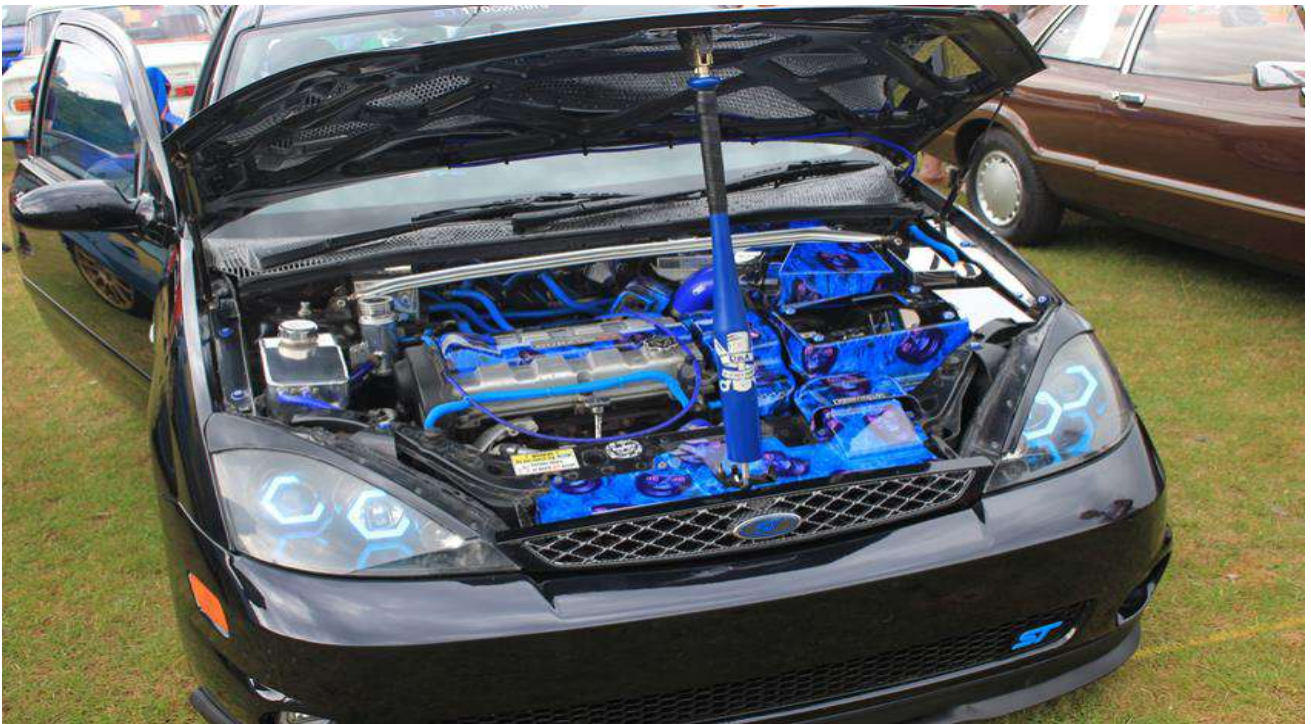


Congratulations to Jane Bateson who won the organiser's trophy for best car on our club stand.

A well deserved win.

A glimpse of the future of classics and clubs. This is an example of what interests younger drivers who are every bit as enthusiastic as we are about cars and spend money and time as we do. Parents are not supposed to like kids fashions, music or cars, but we must accept their right to choose as we did.

Our parents didn't think much of our choices either, we were the future then but not any more. I like it.





Our regular events, club nights and Breakfast meetings are listed on page 2 and in Rodger's comprehensive events lists on pages 25 and 26, are still popular and well attended. Bad weather may cut the numbers of classics attending but the cars only bring us together in the first place. It is the people there that keep us going back.



10,00 Miles at Zero Revolutions, Part 5
The Story of Linus, a Sunbeam Alpine, continues.

Hi, I'm sure you must be getting a bit bored by now, but where was I? (*must admit that I am not bored with this at all- ED*)

Oh yes, strapped down in a dark tin box that moved. Steve had told me that I was going to be in something called a "hold" for thirteen days, but he hasn't told me it was going to be uncomfortable particularly a couple of days from the end when, as he later told me, the ship had gone through a Force 9 gale (whatever that is) when crossing the Bay of Biscay (wherever that is).

Finally the rocking stopped and, a couple of hours later, daylight flooded into the hold. Shortly after, I was in a net suspended in the air before being lowered gently onto Southampton dockside, which didn't move! Those nice AA men then replaced my fluids that had been removed in Cape Town, including 2 gallons of petrol. Steve and Sue then loaded their bags and then we drove on UK soil for the first time in my life, as far as I can remember. I spent the first night parked in the road outside Steve's sister's house in Portsmouth after having yet another wash to try and remove the last vestiges of coal dust.

The second night I spent in the car park of the Red Lion Hotel, in Henley on Thames, (*a nostalgia trip for me as this was the first hotel I had worked in after leaving College before emigrating to SA*) before setting off North next day, to Bradford to stay with Steve's mum, while Steve looked for a job.

I used to be run onto and parked on grass verge until one morning a policeman knocked on the door asking if I belonged to the house occupants. The answer was "yes" so the policeman's next question to Steve was "are you here on holiday or living here".

The problem was that I was still sporting my Malawi registration plates, apparently you are only allowed a limited time to drive on foreign plates. Steve told me later that he had conned slightly by telling the policeman that they had come to the UK on holiday and hadn't yet decided if we were staying or going back to Malawi.

The end result was I had to be registered in the UK. (the reason I had got away with the Malawi plates for a couple of months was that Malawi plates were yellow at the rear like the UK, but unfortunately were also yellow at the front, the registration number (BC 9565) could have been a UK number).

That meant something called an MOT before I could be registered so Steve took me to a friend, Jerry, from College days, who now had a garage and had owned an S I. Steve asked for a full service and a clutch check as it was slipping slightly. It was then discovered that I had been fitted with a Mercedes Clutch Plate when my bottom end was done in Rhodesia (no dirty jokes please). I was also fitted with a thermostat which I hadn't had since the incident on the road to Bulawayo for the 21st party.

Those thermostats caused a few problems, let me tell you. Three or four times during the first month we would drive up to Middlesbrough to visit Sue's relatives a journey of 60 odd miles. About halfway there, the temperature gauge would start to rise so Steve pulled onto a garage forecourt, asked the managers permission, waited ten minutes or so to let things cool down then took off the header tank, removed the new thermostat, replaced the header tank, topped it up then carried on. This happened several times and we got to know the forecourt staff quite well. The duff thermostats were returned to Jerry to be replaced and it turned out that a whole box was faulty.

Steve then got a job running an old Coaching House, the George at Piercebridge, then part of the Swallow Hotel Group. This was just before Christmas and the next incident that sticks in my mind is one late afternoon when we were driving up the A1 towards Scotch Corner for some reason, in a snowstorm, well actually a blizzard!

Being an export model I didn't have a heater, so the snow started to build up on the wind screen and the wipers were starting to struggle. Steve, surprisingly for him, had a 'quick thinking, Batman moment' and popped my bonnet so that hot air was coming out onto the windscreen which helped a little.

That job didn't really work out so shortly after Easter we were heading south to Portsmouth for Steve's new job as Assistant Head Waiter at a 4* hotel on Hayling Island. I caused a little trouble on the way down as while driving down the M1 I started to misfire and lose power. Steve pulled off the motorway and found a small garage just before they closed, it being around 4:30 pm.

The extremely helpful garage owner checked me over and connected me up to something called a Crypton machine. This apparently indicated the fault immediately, which if I understood him correctly, was that my coil was connected the wrong way round. He corrected that and tweaked a few other things, then asked if he could take me for a test drive. Steve sometimes drives fast, but the garage owner, well I had never motored as well, either before or after. On getting back to the garage, we discovered that the owner was an Ex-Jaguar Factory Mechanic who now had his own business.

Thus began a daily routine of driving from Purbrook to Hayling Island mid-afternoon then driving back again between 11pm & midnight, 6 days a week. Steve was soon promoted to Banqueting Manager which often meant that the drive home was always the following day to the drive out. In the run up to Christmas Steve ended up working 50 -60 hours a week for almost 2 months.

To compensate, for January & February, Steve only had to go into work if there were any function bookings, so I spent a large part of that time cosily tucked up in the garage of the house they were renting. The only problem with that house was that the short drive ramp from the road up to the garage was at approximately 45 degrees (well it looked like that) and one day, when we returned, Steve turned off the road onto the ramp and pulled up my handbrake which promptly came away in his hand.

The handbrake for the next couple of days consisted of a brick behind each back wheel. The local Chrysler garage could only offer a handbrake lever for a Singer Gazelle, so that was ordered and duly fitted, the only problem being that the lever was longer and would catch Steve's trousers on getting out.

From September of that year we also used to drive to a college in Chichester one evening a week so that Steve could attend a City & Guilds Teacher Training Course which he passed the following year. This meant another house move as Steve was looking for a teaching post. We attended several interviews and surprisingly (no I shouldn't really knock him) he was offered 2 posts and decided to take a position as 'Lecturer, Reception & Business Studies' in Harrogate.

We moved back to Bradford as Steve & Sue had decided to buy a new build in Harrogate which would be finished in approximately six months. Sue found a secretarial post in Harrogate so initially this entailed a fairly early morning drive to Harrogate via Poole Bank (for those who know the area) and a drive back to Bradford at 4:30 pm. In November, I'm ashamed to say I let them down.

It had been a reasonable day but then at 4pm a few snowflakes started to fall out of the sky. We picked Sue up at 4:30 and set off home, the roads now being white.

The first sign that there might be a problem was as we were going down the hill to get out of Harrogate, cars coming up were starting to struggle and slip. We headed towards the bottom of Pool Bank and started to climb up the hill. The road was white over, but we had good tyres and were progressing slowly and steadily. When we were about halfway up the car in front stalled and that was it.

I firmly believe that if we had been able to keep moving, we would have made it to the top, but I simply didn't have enough grip to get started again.

Bouncing off the kerb, Steve managed to turn round, and we headed back down in order to turn left at bottom and drive back via Otley and Shipley, a much longer way but with no major hills. I didn't have a radio fitted but carried a portable transistor and listening to the local radio it became obvious that it was going to be a long drive.

The roving reporter was hopping on & off buses in Bradford Centre that were not moving due to gridlock, interviewing the passengers. We crawled along the road, stopping and starting and actually watched the whole of the six o'clock news on a switched-on TV set in the window of the Otley Radio Rentals Shop.

We continued crawling along, at one stage being asked by the driver in front if we wouldn't mind giving him a push start with my front bumper as it looked strong and about the right height.

At last when we were about 2 miles from Steve's mums, we turned left to go up and over a railway bridge and my engine stopped! Doh!

I refused to start so Steve & Sue got out, locked me up and set off to walk the last 2 miles through snow about 6 inches deep. Sue was just in court shoes (whatever they are) and Steve in ordinary lace ups so, as they told me the next day, by the time they walked in at 8:30, their feet were rather cold & wet.

The next day, no going to work. Steve had phoned Jerry, who picked him up and brought him back to me. Jerry soon sorted me out, damp had got into my distributor, so a quick wipe out, a spray with something called WD40, and we were on our way for a day of R & R.

Next time, the start of the Sunbeam Alpine owners Club.

Linus the Alpine (sent in by member Steve Martin)

What is the difference between mechanical engineers and civil engineers?

Mechanical engineers build weapons. Civil engineers build targets.

'IT'S A BEAUT' SAYS **JACK BRABHAM**
WORLD CHAMPION RACING DRIVER 1959 AND 1960



SUNBEAM ALPINE
now with 1.6 litre engine



'POWER AND GRIP' - that's the first impression I had when I tried this great Sunbeam Alpine. Whatever the road was like, you certainly felt that the lively Alpine had things well in hand. This sports car makes you feel good - the road streams away behind you and you know she's got all four corners well down.

MORE POWER Lively 1592 cc engine develops 85.5 b.h.p., more torque - giving vivid acceleration and ample power.

MORE STABILITY Rear springs are bigger - for greater lateral stability. Larger capacity rear shock absorbers improve ride control and prevent fade.

MORE ROOM There is an extra 1 1/2" between seat and steering wheel, the pedals are adjustable and the seats move farther back.

MORE REFINEMENTS Better weather sealing... detachable hood cant rails... an extra interior light... eight less greasing points... quick-action petrol filler cap.

Wire Wheels, White Wall Tyres, Overdrive and Hard-Top are optional extras. You can now choose from five colour schemes.

PRICE £699 plus P.T. £290.14.2

ROOTES MOTORS LTD

Sunbeam-Talbot Ltd., Coventry, London Showrooms & Export Div.,
Rootes Limited, Devonshire House, Piccadilly, London W1J

Sunbeam Alpine Sports Series II

The personal testimonial as advertising motif was rare by 1959, though it had been more popular before the war. Being a Rootes product, the car was highly styled, with tailfins, headlamp peaks and a saloon-type steering wheel. Roll-up windows and a well trimmed cabin were features that would become de rigueur for sports cars by the middle sixties, sometimes to the chagrin of the hardy souls who considered such things "soft".

The Audi Quattro is a road and rally car, produced by the German automobile manufacturer Audi, part of the Volkswagen Group. It was first shown at the 1980 Geneva Motor Show on 3 March. Production continued through to 1991.

The word quattro is derived from the Italian word for "four" to represent the fact that the vehicle delivers power to all four wheels. The name has also been used by Audi to refer to the quattro four-wheel-drive system, or any four-wheel-drive version of an Audi model. The original Quattro model is also commonly referred to as the Ur-Quattro - the "Ur-" (German for

"primordial", "original", or "first of its kind") is an augmentative prefix. The Audi Quattro was the first rally car to take advantage of the then-recently changed rules that allowed the use of four-wheel drive in competition racing. It won consecutive competitions for the next two years. To commemorate the success of the original vehicle, all subsequent Audi production automobiles with this four-wheel-drive system were badged with the trademark quattro with a lower case "q" letter.



The Audi Quattro shared many parts and platform with the Coupé version of the Audi 80 (B2). The quattro was internally designated Typ 85, a production code it shared with the quattro versions of the Audi Coupé. Its characteristic flared wheel-arches were styled by Martin Smith. The Audi Quattro also had independent front and rear suspension.

Audi introduced the original Quattro to European customers in late 1980, featuring Audi's quattro permanent four-wheel drive system, and the first to mate the front-engine, four-wheel-drive layout with a turbocharged engine.

The original engine was the 2,144 cc with a turbocharger and intercooler. It generated 197 hp and torque of 210 lbf·ft at 3,500 rpm, propelling the Quattro from 0 to 62 mph in 7.1 seconds, and on to a top speed of over 137 mph.

The displacement of the engine was dropped slightly from 2144 cc to 2133 cc with a bore x stroke of 79.3 mm × 86.4 mm (3.1 in × 3.4 in) for the Rally car so that Audi could satisfy the 3-litre rallying class with a 1.4 times multiplication factor.

The engine was eventually modified to a 2,226 cc inline-5 with 10 valves, still generating 197 hp, but with peak torque lower in the rev-range. In 1989, it was then changed to a 2,226 cc inline-five 20-valve DOHC setup generating 217 hp, now with a top speed of 143 mph.

The Quattro was partially hand-built on a dedicated line. Production totaled 11,452 units from 1980 to 1991, and through this 11 year production there were no major changes in the visual design of the car.

For the 1983 model year, the dashboard did away with an analogue instrument cluster now fitted with a green digital liquid crystal display (LCD) electronic instrument cluster. This was later changed in 1988 to an orange LCD electronic instrument cluster. The interior was redesigned in 1984, and featured a new dashboard layout, new steering wheel design, and new centre console design, the switches around the instrument panel were also redesigned.

Originally, the car had a flat front grille featuring four separate headlamp lenses, one for each of the low and high beam units. This was altered for the 1983 model year with combined units featuring a single lens housing twin reflectors. This was changed again, for the 1985 model year, in what has become known as the 'facelift model' and included such alterations as a new sloping front grille, headlights, and trim and badging changes.

The different models may be distinguished by the emblems on their boot lids: the WR had a vinyl 'quattro' decal or a brushed aluminium effect plastic emblem, the MB had chrome plated 'Audi', 'Audi rings' and 'quattro' emblems, whilst the RR had only chrome plated 'Audi rings'. Exterior styling received little modification during the Quattro's production run.

The rear suspension was altered early on with geometry changes and removal of the rear anti-roll bar to reduce a tendency for lift-off oversteer. For 1987, the Torsen centre differential was used for the first time, replacing the manual centre differential lock.

The last original Audi Quattro was produced on 17 May 1991, more than two years after the first models of the new Audi Coupé (8B) range (based on the 1986 Audi 80) had been introduced.

In May 1981, Autocar magazine road tested a left hand drive Quattro (registration number WBD 335W), one of the first magazines to do so since it was introduced. Beginning with a photograph in the magazine of a Quattro cornering hard on Pendine beach in South-west Wales, Autocar's Road Test Editor raved about the Quattro's "thrilling performance" being impressed with its traction and acceleration particularly on wet, greasy and slippery surfaces, noting that only the Porsche 911 could match its traction and acceleration in slippery conditions.

After extensive driving across the mountain roads of Wales, the Road Test editor mentioned that while the 60/40 front/rear weight distribution can make the Quattro "tricky in extremis" under very hard cornering, the editor wrote that "When driven with respect, once you have learned its ways, the Quattro is nevertheless magnificent, particularly through a wet and deserted roundabout or series of open bends."

The road test editor praised the interior's "comfortable refinement" and judged that its 1981 £14,500 price tag "is very good value for money considering its performance and the fact that its BMW, Porsche and Jaguar rivals cost £5000 more." (In summer 1981 both a Jaguar XJS V12 and BMW 6 Series Coupe on sale in the UK cost almost £20,000). Adding the caveat that in 1981 (and until summer 1983) the Quattro was only available in left hand drive in the UK, the Autocar Road Test concluded that the Quattro "is a vastly satisfying and enjoyable car to drive."

The Audi quattro Spyder was a mid-engine coupé equipped with a 2.8-litre V6 engine taken from the Audi 100. The engine was rated at 172 hp and 181 lb·ft of torque. The car was a rolling test bed for a future mid-engine sports car and featured a 5-speed manual gearbox, a modified version for the quattro four-wheel-drive system, aluminium body panels with a tubular steel space frame, 2,425 lb kerb weight and a suspension system with trapezoidal links. All of the unique features depicted in the concept car would find their way in future Audi production vehicles.

The car was production-ready and garnered a lot of acclaim from both the motoring press and prospec-

tive buyers but due to the economic downturn of the 1990s, Audi decided not to press ahead with the project as the demand would not outweigh the development costs for the model.

The concept car was unveiled at the 1991 Frankfurt Motor Show.

The later Audi Quattro models will feature when they are 20 years old plus, then they will be classics, not now.



1987 MB engine Audi quattro

The original Audi Quattro competition car debuted in 1980, first as a development car, and then on a formal basis in the 1980 Jänner Rallye in Austria. Largely based on the bodysell of the road-going Quattro models (in contrast to the forthcoming Group B cars), the engine of the original competition version produced approximately 300 hp. In 1981, Michèle Mouton became the first female driver to win a world championship rally, piloting an Audi Quattro. Over the next three years, Audi would introduce the A1 and A2 evolutions of the Quattro in response to the new Group B rules, raising the power output of the turbocharged inline 5-cylinder engine to around 350 hp.



The Quattro A1 debuted at the WRC 1983 season opener Monte Carlo Rally, and went on to win the Swedish Rally and the Rally Portugal. The A2 evolution won a total of eight world rallies, three in 1983 and five in 1984. Two examples of the same car completely dominated the South African National Rally Championships during 1984 to 1988. In 1988, the Audi Ur-Quattro won the 13th Silvertta Classic Montafon.

The Audi Sport Quattro S1 was a variant of the Quattro developed for homologation for Group B rallying in 1984, and sold as a production car in limited numbers. It featured an all aluminium 2,133 cc Inline-five engine with a bore x stroke of 79.3 mm × 86.4 mm (3.1 in × 3.4 in) DOHC 4 valves per cylinder, Bosch LH Jetronic fuel injection and a KKK K27 turbocharger. In road-going form, the engine was capable of generating 302 hp at 6,700 rpm and 258 lb·ft at 3,700 rpm, with the engine on the competition cars initially generating around 444 hp.

The car in competition form also featured a body shell composed of carbon-kevlar and wider wheel arches, and, most noticeably, a 12.6 inch shorter wheelbase.

In addition to Group B competition in rallying, the Sport Quattro won the 1985 Pikes Peak International Hill Climb with Michèle Mouton in the driving seat, setting a record time in the process. 224 cars in total of this "short version" Sport Quattro were built. The Audi Sport Quattro S1 E2 was introduced at the end of 1985 as an update to the Audi Sport Quattro S1. The car featured an inline five-cylinder engine that displaced 2,110 cc from a bore and stroke of 79.5 mm × 85.0 mm (3.13 in × 3.35 in) and generated an officially quoted power output figure of 473 hp. However, the turbocharger utilised a recirculating air system, with the aim of keeping the unit spinning at high rpm, when the driver closed the throttle, either to back off during cornering, or on gearshifts. This allowed the engine to resume full power immediately after the resumption of full throttle, reducing turbo lag. The actual power figure was in excess of 493 hp at 8,000 rpm.

In addition to the improved power output, an aggressive aerodynamic kit was added that featured very distinctive wings and spoilers at the front and rear of the car to increase downforce. The weight was reduced to 2,403 lb. The S1 could accelerate from 0-62 mph in 3.1 seconds. Some of the cars were supplied with a "power-shift gearbox", a forerunner of the DSG technology.

The S1 E2 made its debut at the 1985 Rally Argentina. This variant was successful in the rally circuit, winning the 1985 San Remo Rally. The S1 E2 would become the final Group B car produced by Audi, with the works team withdrawing from the Championship following the 1986 rally in Portugal. The final factory cars of 1986 were rated at 592 hp. In 1987, the car won the Pikes Peak International Hill Climb driven by Walter Röhrl.

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. Bold text=Local/TCC shows Updated 18th July 2023

Red=online entry only, *=paper entry form available

2023

Aug 5-6 **Hebden Bridge Vintage Weekend** <https://www.hebdenbridge-vintageweekend.org.uk/2023-vehicle-registration>

Aug 6 Wentworth Woodhouse Classic Show near Rotherham (AG)*

Aug 6 Harrogate MG Northern Rally, Pateley Bridge*

Aug 6 Sykehouse Show*

Aug 6 Bridlington Carnival*

Aug 11-12 Drax Power Station Social Club Car Show (12th)

Aug 11-13 Yorkshire Wartime Experience, Hunsworth, Bradford

Aug 12-13 **Driffeld Steam Fair** <https://www.driffeldsteamfair.co.uk/exhibitors/cars/>

Aug 12 Family Funday, Sandall Park, Doncaster £5, <https://www.facebook.com/Workshopfortytwo/>

Aug 13 Locke Park, Barnsley (YTCC)*

Aug 16 Classic Car Meet, Kirklees Light Railway (Whistlestop Valley) 6-8pm £3

Aug 19 Auckley Show JTU

Aug 19-20 Lincolnshire Steam Rally

Aug 20 Burley Classic Show **REGISTRATION NOW CLOSED**

Aug 20 East Yorks MMOC rally, Sewerby Hall*

Aug 20 Spen Victoria Cricket Club, Spen Lane, Gomersal, Cleckheaton BD19 4PJ (YTCC, JTU)

Aug 25 Humber Bridge Classics Night 5-9pm JTU (20+ years old)

Aug 26 Breakfast Meet, Black Bull Inn, High Levels, Scunthorpe Road, Hatfield DN8 5SH Venue change

Aug 26 Pocklington (NECPWA York)*

Aug 26-28 Whitby War Weekend (OS)*

Aug 27 Ripon Classic Show, Ripon Racecourse (GBMS)*

Aug 27 Stainforth Gala, Church Road 11am-5pm

Aug 27 Heath Common, Wakefield 07761 435000. JTU £5.

Aug 27 **Late Summer Gathering, Sewerby Hall** (EYTCC) <https://eventrant.com/events/EYTCC/non-members-booking/>

Aug 27-28 Langlands Garden Centre, Shiptonthorpe YO43 3PN (Weighton Wolds Rotary)*

Aug 28 Epworth Show members sign the sheet on club nights.

Sept 3 **Isle of Axholme Lions Classic Show**, Epworth Showground carshow@isle-lions.org.uk

Sept 3 Rotherham Show, Clifton Park*

Sept 3 Harworth & Bircotes Classic Show, The Pavilion, Scrooby Road, Bircotes DN11 8JT (Tickhill Lions) Now known as Tickhill Lions Show

Sept 3 **Burton Constable** (EYTCC) <https://eventrant.com/events/EYTCC/non-members-booking/>

Sept 9 Penistone show*

Sept 9-10 Hunton Steam Gathering*

Sept 10 Greenhead Park, Huddersfield (YTCC)*

Sept 10 Otley Vintage Transport Extravaganza, Knotford Nook, Pool Road LS21 1EA*

Sept 15-17 Doncaster VW Festival, Parklands, Doncaster

Sept 16 **EYTCC at the Trolleybus Museum** <https://eventrant.com/events/EYTCC/non-members-booking/>

Sept 17 Knavesmire Rally (YHVG)*

Sept 17 TCCD Annual Club Concours, Cusworth Hall 10.30am-3pm

Sept 23 TCCD Breakfast Meet, Manor Farm Barn, Oldcotes

Sept 23-24 NVTEC Pennine Group Rally, Lanes Farm, Ackworth*

Sept 30-Oct 1 Murton Park Vintage Rally (NECPWA York)*

Oct 7 Sturton & Stow Show
 Oct 15 Isle of Axholme Running Day (TM)*
Oct 21 Breakfast Meet, The Baxters Arms, Fenwick, Doncaster from 10.30am.
 Nov 10-12 NEC, Birmingham

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

Newark autojumble 2023 dates; 13 Aug, 17 Sept, 22 Oct, 19 Nov, 10 Dec.

Huddersfield Autojumble 2023 dates; 1 Oct, 29 Oct, 26 Nov, 31 Dec.

Beckingham Transport Rally & Brocklesby Country Fair will not take place in 2023.

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.

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

Abbreviations:

AG Andrew Greenwood Shows www.classicshows.org
EH Organised by English Heritage events.team@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
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 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
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>
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

Provisional Inter Car Club quiz nights 2023-24

October 30, Nov 27, 2024 – Jan 29, Feb 26, Mar 25.

2024 events

May 12 Barnsley MMOC Branch Rally, Graves Park, Sheffield
 July 20-21 Ackworth Steam Rally

I bought a Humpty Dumpty toy set in Aldi the other day.

Had Aldi King's horses and Aldi King's men.



Leyat-The plane without wings.

Leyat, Automobiles Leyat was a French automobile manufacturer, established in 1919 in Paris by Marcel Leyat.

The body of the vehicle was made of plywood.

The factory was on the Quai de Grenelle in the 15th arrondissement

Marcel Leyat was an engineer, inventor, aviation pioneer, aeronautical and automobile manufacturer. (March 26, 1885 (Die, Drôme) - December 3, 1986.)

He graduated from the École Centrale Paris in 1907. From 1908, he worked for the Société Astra and built a biplane glider called the Quand Quelle (When, which).

In 1909 he targeted 'the first powered crossing of the English Channel', but Louis Blériot succeeded on July 21, three weeks before his De Dion-Bouton 5 hp powered plane completed a flight of 220 yds at 33 ft elevation on August 15th.

In 1910, he built a propeller driven biplane 36 ft long and 52 ft wide. He obtained the FAI pilot's license in 1911. During the First World War, he built several aircraft, including a "living wing" bomber. In all, he designed and built around thirty different aircraft up to World War II.

The first model was called Hélica, also known as 'The plane without wings'. The passengers sat behind each other as in an aircraft. The vehicle was steered using the rear wheels and the car was not powered by an engine turning the wheels, but by a giant propeller powered by an 8 bhp Scorpion engine. The entire body of the vehicle was made of plywood, and weighed just 250 kg (550 lb), which made it dangerously fast.



1922 Leyat Hélica

(London Concours d'Elegance 2020)



In 1927, a Hélica reached the speed of 106 mph at the Autodrome de Linas-Montlhéry circuit. Leyat continued to experiment with his Helica. He tried using propellers with two and four blades.

Between 1919 and 1925, Leyat sold 30 vehicles.

1913: Helicocycle, 3 wheels, JAP engine, only one example

1915: Hélicocycle, 3 wheels, version 2, only one copy

1919: Hélica, 4 wheels, MAG engine, 6 examples

1921: Leyat propeller car, 4 wheels, ABC engine, 10 sedan cars, 3 sport cabriolet cars

1925: Rail/road draisine, intended for the director of mines in the Congo, 1 copy

1927: Record model, 3 wheels, ABC engine, 1 copy. On September 7, 1927, it reached a speed of 106mph on the Montlhéry race track.

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There is also the Wolseley 15/60 and the Wolseley 6/99.

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Wolseley 1500

In 1957 Wolseley re-entered a market which they had largely deserted since the war. The 1500 achieved success as a "luxury compact", even though it owed much to other BMC products. The body was derived from a proposed replacement for the Morris Minor, whose floorpan it shared. This advertisement is without the mannered contrivances of earlier years, but the older buyer is courted with mention of the "twin-top" gearbox, which was essentially a 1930s preoccupation. The "Fleet" model was a detrimmed version, and was not called "fleet" because it was faster!