



Founded 1967



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

FEBRUARY/MARCH 2023

Editorial

As we start the New Year it is windy, cold and wet. Absolutely nothing like the warmth of a club meeting, inside The Burghwallis at this time of year. Next meeting dates are listed on page 2 where you can come and pay this year's subs if you haven't already.

Two hardy souls managed the first meeting after Christmas and around 25 were at the meeting yesterday so plenty of members for a good chat.

Key date is **8th February 2023 when we have our Annual General Meeting**. Details are in the following pages and include motions to get you thinking and voting on how we take the club on into this year and beyond. It is important for members to direct how the club should go and it is your chance to hear what we have done and for you to say what you would like done next. Any member can put forward a subject for the AGM, it is your meeting, if you want any advice on how to best do it, I am at most club nights and happy to help (as are other committee members).

The current committee term expires at the AGM and a new one is elected. You may think that we have done a jolly good job and want to vote us back in if we are nominated, you may think that we are absolutely hopeless but nobody else will do it, hopefully you will think that you would like to take part and join in with it.

The committee meets 4/5 times a year and deals with issues and makes decisions in between AGMs and keeps the club running well. Your contribution is valuable and you would be welcome to become part of, or even totally replace it, it really is up to members.

Either way, there is a nomination form on page 7, and others will be at the next club night on 25th January and before the AGM gets started at 8pm on 8th February.

To attend and vote, you must have renewed your membership, it is still £20 for you and a partner, both can vote, and we will have to check membership as there are rule change motions on the agenda so voting must be for members only.

I hope that you have been out to any stored classics and pushed the clutch a few times and loosened the handbrake to stop them sticking. Check that the battery is charged or the frost may finish it off. Assuming that we get some nice weather soon, giving it a good airing will do it a favour. I already have an old milk container full of rock salt in my van in case I have to go out in snow later. Nice easy container to shake some around the driving wheels but a bit of a pain to fill. Worked well for me when I had to go out in all weathers for work, nowadays I can choose to stay in, snow is nicer to look at than drive in but some have no choice.

We will soon be organising the usual club events, breakfast meetings, drive it day, Autumn closer and Annual Club Concours show. Too early to mention next Christmas event. Again, any ideas that you have for things to do will be welcomed.

Did I mention renewing your membership?
Oh yes, I did.

Wishing you safe and happy motoring

Andy Campbell

Editor



The Davis Divan is a three-wheeled convertible built by the Davis Motorcar Company between 1947 and 1949.

The brainchild of used-car salesman Glen Gordon "Gary" Davis, it was largely based upon "The Californian", a custom three-wheeled roadster built by future Indianapolis 500 racing car designer Frank Kurtis for Southern Californian millionaire and racer Joel Thorne.

After building two prototypes in 1947, Davis embarked on an aggressive publicity and promotional campaign for the car, which included numerous magazine appearances, a lavish public unveiling at the Ambassador Hotel in Los Angeles, and a promotional trip across the United States.



1948 Davis Divan on display at the Lane Motor Museum in 2009

At the company factory in Van Nuys, employees worked frantically to build Divans, although the model was never put into mass production.

Despite raising \$1.2 million through the sale of 350 dealerships, the Davis Motorcar Company failed to deliver cars to its prospective dealers or pay its employees promptly, and was ultimately sued by both groups. The company's assets were liquidated in order to pay back taxes, while Gary Davis himself was eventually convicted of fraud and grand theft and sentenced to two years at a "work farm" labour camp.



Only 13 Divans (including the two prototypes) were ever built, of which 12 have survived. The car featured aircraft-inspired styling details as well as disc brakes, hidden headlights, and built-in jacks.

With a width of 72 inches, it was wide enough to seat four passengers abreast on its single bench seat; in fact, this feature had inspired the name of the car, which was the Arabic term for a couch or day bed.

The car also featured a removable fibre-glass top along with a steel chassis and chrome-trimmed aluminium body,

which sported aircraft-inspired styling details and 15-inch wheels.

The Divan was built with a channel steel frame and 11 body panels made of aluminium and zinc, while the "Baby" prototype had instead been constructed with a tube steel space frame.

While Davis himself was ultimately convicted of fraud, he maintained his innocence throughout his life. He dabbled with numerous other projects and ventures, perhaps the most notable of which was creating Dodge 'Em bumper cars, which then became popular amusement park attractions .

55th Annual General Meeting of the Traditional Car Club

Wednesday 8th February 2023 at 8pm

Agenda

1. Meeting opened by Chairperson
2. Apologies for absence
3. Approval of the minutes of the 2022 AGM
4. Matters Arising
5. Chairperson's Report
6. Treasurer's report
7. The 2022 Club Committee stand down
8. Nominations for 2023 Club committee announced
9. Election of 2023 Club committee and ex-officio committee members
10. Motions- consideration of any motions proposed
11. Any other business
12. Presentation of awards – (last awarded in 2020 due to covid)
 - Diane Trophy– (for the most active gentleman)
 - Wilsic Shield-(for the most active Lady)
 - Excelsis award-(for the owner of the vehicle which scores most points during the year at club events and meetings)
13. Open discussion forum
14. Date and time of next AGM

Don, in the centre, talking to club friends.

In Memoriam

It is my sad duty to tell you that long standing member Don Richards died in early December. I knew him as a quiet but very pleasant man with a good sense of humour. Never made a lot of noise or caused a fuss but was always welcomed into a group and had lots of interesting stories to tell. He had been a member of the club for a long time and many members will be saddened by his passing. May he Rest in Peace.



Club Rules relating to the AGM

22) THE ANNUAL GENERAL MEETING

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

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

20) JOINT MEMBERS

Joint members were defined by the 2019 AGM as a named person who is a partner of a full member, living at the same address and sharing any information sent by the club.

They will have the same vote as a full member whenever a vote is called and will receive the same benefits and discounts as a full member. Joint members will be able to bring their own vehicle to our events, if they have one, they will be judged for prizes alongside full members and will be counted towards 'best attendance' trophies.

25) VOTING

All members have a right to be present. **Joint membership implies one vote.** The Chairperson shall have a casting vote. A member has the right to nominate a proxy if unable to attend an Annual General Meeting or a Special General Meeting by prior knowledge, in writing, to the Secretary.

I have noticed that there is a conflict between rule 20 and rule 25 regarding voting rights shown in bold.

I propose a tidy up motion, which is a rule change, to correct this and this is on page 9.

AC



1. Bag and tie your Christmas tree as shown
2. Wear a dark hoody and sunglasses
3. Drag tree to the tip or curb as if it is really heavy, looking around carefully as you do it.
4. Do it in the daytime when the neighbours are watching.

The Club Committee.

In a shortened version of our rules,

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

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

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

In practice, the committee deals with the day to day questions and issues within the club, planning events and ensuring that the membership records and Tradsheet are maintained. We have usually met every couple of months formally but can deal with an amount via club nights in normal times. We can also chat via email and decide things that are more urgent by majority agreement..

Nominations.

Below is the form to nominate and get someone to agree to stand for the committee. It is the case that some members are still working their way back to normality after a long lockdown so there will be need to be some flexibility in our usual process to enable members full participation.

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

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

Club Committee Nomination form for the 2023 year until the next AGM—

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

Proposed.....

Seconded.....

I am happy to accept the nomination to the Club committee for 2023

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



Traditional Car Club of Doncaster
Founded 1967



Minutes of the 54th Annual General Meeting

Wednesday 12th February 2022, at The Burghwallis, Doncaster

G. Canty (Vice Chairperson) and 40 members.

The meeting was declared quorate and opened by the Vice chairperson.

Apologies were received from G.Wickham, J Hills, S.Carey, J.Smith and N.Thorley.

The minutes of the 2020 AGM and the notes of the 2021 inquorate AGM were agreed as a correct record.

Matters arising - None raised.

G. Canty gave a report on our reduced activity due to Covid 19 and the progress that the club is making towards full operation.

The account for 2021 was presented and showed a balance of £11,034.83 which is a drop from last year of £1672.06. It was explained that this is due to the decision to carry over subscriptions from the previous year so no membership income, plus the lack of normal fundraising activity due to the National lockdown. There were no questions and the accounts were duly agreed.

The current committee stood down with thanks to those who would not standing for election this year for all of their efforts on behalf of the club.

The nominations received in accordance with our rules were read out.

They were Nigel Thorley for Chairperson, Andy Campbell for Secretary and Chris Pick for Treasurer. Other committee nominations were Graham Canty, Sue Canty, Kevin Irwin, Tracy Irwin, Phil Shaw and Ann Pick.

All nominations above were agreed by the meeting on block.

Motions - No motions have been received.

Any other business- No issues raised.

Meeting accepted that there would not be the usual presentation of attendance awards due to the lockdown of activity.

Noted that plans for Drive it day in April were coming together and that the Annual show will take place this year at The Keepmoat Stadium (now renamed).

There were no other issues raised so the Vice Chairperson thanked everyone for attending and declared the meeting closed.

The next AGM will be held in February 2023.

Chair's Chat

Hi everyone and a belated Merry Christmas and a Happy New Year.

My apologies for not being around over the last few weeks, due to pressures of work, family commitments and what seems to have been an endless run of funerals to attend!

The Club's AGM is coming up and I regrettably must stand down as your Chairman now. To be honest, I haven't exactly been that active during my period in office, so my apologies for that. Still very active with work, we seem to have increased grand-children duties to undertake and I have to step back from involvement in no fewer than ten organisations I am involved with.

I thank you all for your support and your continued commitment to the Club. Despite Covid-19, lockdowns and the current economic climate, membership is holding up well as there is great camaraderie between members, which is much to be admired – long may it continue.

Obviously, I am remaining a member of the Club and will attend the regular meetings as often as I can, as well as events when appropriate.

Thanks again to you all and I look forward to seeing everyone again soon.

I have been notified of the following 3 motions to go to this next AGM on 8th April 2023, one a tidy up rule issue, second on club name and thirdly a motion to make our trophies more relevant to our current membership. Every member is free to agree or disagree with them but you need to attend for your vote to count.

Please come along and vote and your opinion is important in the way the club runs.

Nigel Thorley

Motions to the AGM

The following motions all constitute a rule change so will need a two thirds majority of those present and voting to succeed.

1. Rule conflict (Rule change)

I have noticed that there is a conflict between rule 20 and rule 25 regarding voting rights (shown in bold on page 6)

I propose the following tidy up motion, which is a rule change, to correct this.

This AGM agrees to remove the words 'Joint membership implies one vote' from rule 25 as it has been superseded by more recent decisions made in rule 20 at the 2019 AGM.

Proposed;_ Andy Campbell



2. Club Trophies. (Rule change)

Following our 2022 concourse show at Cusworth , it became evident that the concours group judging criteria did not truly reflect the present day range of members cars . Over the previous years the age grouping of the vehicles reflected the than membership of the club and served us well in the past .

However, over the past 2 decades 20 years of newer cars have become classic and added to our membership. The number of much older cars have also disappeared from the clubs membership as older members have left the club .

After looking at the present membership vehicles I am therefore proposing rule changes that change the groupings by age so that it reflects an even spread of vehicles from veteran to vehicles that become classic at 20 years across the trophies .

I have added a couple of new Trophy categories to maintain the same number of trophies awarded at the show .

I hope that the rule change will enable us to go forward and assist the future members involved in marking future concours with categories that better reflect the members cars .

This AGM, therefore agrees to change the judging criteria at our annual concours show from the current rule book criteria to the proposed as detailed on page 11.

We further agree that committee members are not eligible for attendance trophies.

Proposed:- Chris Pick

3.Club name. (Rule change)

We have had some discussion about this during the year so it seems useful to vote one way or the other. The member survey only received 23 replies which were evenly split on this issue so we need a bigger response even if only to inform the next batch of regalia that we need to order soon.

My view, as previously stated in Tradsheet (April/May 2022 page 14) is that the name has served us well for the 50 plus years that we have been running but needs to update slightly to keep the club relevant and still here in another 50 years. Classic is a common term for cars over 20 years old now and that is likely to endure for some time yet. I feel that we should retain Traditional in the name to keep our roots clear and for the club to be continuous since 1967.

I propose the following for debate and voting

This AGM agrees to change the club name from The Traditional Car Club of Doncaster to The Traditional and Classic Car club of Doncaster. We believe that this change respects our proud history, recognises current terminology and helps us to remain relevant into our future.

Proposed:- Andy Campbell

Details to inform AGM 2023 Motion 2

Trophy categories in the current rules.

The Diane Trophy-Awarded to the most active Gentleman member at the AGM, **The Wilsic Shield**-Awarded to the most active Lady member at the AGM. **The Excelsis Award**-Presented to the owner of the Traditional vehicle which scores most points during the year at club events and meetings at the AGM.

Members Vehicles compete for the following trophies at the Annual Rally:

The Master Class Trophy-Competed for by the winners of a). c).d).e).f) and g) from the previous two years

The Bestobell Trophy-Presented to the owner of the best club vehicle in classes c), d), e), f) and g).

The Turtle Trophy-Presented to the owner of the best 'Vintage and Veteran' club vehicle (manufactured before 1931).

The Jewison Award-Presented to the best club 'Post Vintage Thoroughbred Pre-war Traditional' vehicle (manufactured from 1931 to 1940).

The Geo. Moore Trophy-Presented to the best club 'Post War Traditional/Early Classics' vehicle (manufactured from 1941 to 1960).

The Star Trophy-Presented to the best club 'Classics' vehicle (manufactured from 1961 to 1972)

The White Award-Presented to the best club 'Modern Classics' vehicle (manufactured from 1973 onwards).

The Thorley Award-

Presented to the best club modern classic 1986 to 20 years old.

The Turtle Cup-Presented to the best club vehicle in every-day use.

The Harry Woolley Memorial Trophy-Presented to the most original looking club vehicle.

The Century Oils Trophy-Presented to the club vehicle with the best engine compartment

The Organisers Choice Trophy-Presented to the vehicle chosen by the organiser from within classes, a), c), d), e), f), and g)

The Don Trophy-Presented to the best restoration during the last year.

Proposed Trophy judging Criteria.

Bestobell Trophy for best all round vehicle of the show

Jewison Award- vehicles manufactured up to 1960

The Star Award- vehicles manufactured 1960 to 1980

The Thorley Award-vehicles from 1980 to 2002 (20 years old)

The century Oils Trophy-best engine bay

The White Award- best interior

The Harry Woolley Trophy- most original unrestored vehicle

The George Moore Trophy- most unusual or rare vehicle

The Turtle Cup- Ladies choice of vehicle

Awarded at the AGM,

Dianne Trophy- most active gentleman member

The Wilsic Shield- most active lady member

The Excelsis Award- member who has most points for attending events in their classic vehicle.

This Tradsheet has a lot about the forthcoming AGM so, in a move that is undeniably tenuous, I looked up another GM, General Motors.

It is interesting to note the innovations that have come from this company and this article relates mainly to the American side of the company, we know of GM as Vauxhalls and Bedfords but that will wait for another time. There have been dubious, and maybe quite dark, parts of it's history but it is as it is, modern opinion cannot change what happened back then and the leading lights of GM were not the only capitalists who supported Hitler and his war. Possibly partly explains why America joined in WW2 quite late from a British point of view.

The General Motors Company (GM) is an American multinational automotive manufacturing company headquartered in Detroit, Michigan, United States. It is the largest automaker in the United States and was the largest in the world for 77 years before losing the top spot to Toyota in 2008.

General Motors operates manufacturing plants in eight countries. Its four core automobile brands are Chevrolet, Buick, GMC, and Cadillac. It also holds interests in Chinese brands Wuling Motors and Baojun as well as DMAX via joint ventures. Additionally, GM also owns the BrightDrop delivery vehicle manufacturer, a namesake Defence vehicles division which produces military vehicles for the United States government and military; the vehicle safety, security, and information services provider OnStar; the auto parts company ACDelco, a namesake financial lending service; and majority ownership in the self-driving cars enterprise Cruise LLC.

The company traces itself to a holding company for Buick established on September 16, 1908, by William C. Durant, the largest seller of horse-drawn vehicles at the time. The current entity was established in 2009 after the General Motors Chapter 11 reorganization.

By 1900, William C. Durant's Durant-Dort Carriage Company of Flint, Michigan had become the largest manufacturer of horse-drawn vehicles in the United States. Durant was averse to automobiles, but fellow Flint businessman James H. Whiting, sold him the Buick Motor Company in 1904. Durant formed the General Motors Company in 1908 as a holding company, with partner Charles Stewart Mott, borrowing a naming convention from General Electric. GM's first acquisition was Buick, which Durant already owned, then Oldsmobile on November 12, 1908.



Under Durant, GM went on to acquire Cadillac, Elmore, Welch, Cartecar, Oakland (the predecessor of Pontiac), the Reliance Motor Truck Company of Owosso, Michigan, and the Rapid Motor Vehicle Company of Pontiac, Michigan (predecessors of GMC) in 1909.

Durant, with the board's approval, also tried acquiring Ford Motor Company but needed an additional \$2 million. Durant over-leveraged GM in making these acquisitions, and was removed by the board of directors in 1910 at the order of the bankers who backed the loans to keep GM in business. In 1911, Charles F. Kettering, with Henry M. Leland, of Dayton Engineering Laboratories Company (DELCO), invented and patented the first electric starter in America. In November 1911, Durant co-founded Chevrolet with Swiss race car driver Louis Chevrolet, who left the company in 1915 after a disagreement with Durant.

GM was reincorporated in Detroit in 1916 as General Motors Corporation and became a public company via an initial public offering. By 1917, Chevrolet had become successful enough that Durant, with the backing of Samuel McLaughlin and Pierre S. du Pont, re-acquired a controlling interest in GM. The same year, GM acquired Samson Tractor. Chevrolet Motor Company was consolidated into GM on May 2, 1918, and the same year GM acquired United Motors, a parts supplier founded by Durant, and the McLaughlin Motor Car Company, founded by R. S. McLaughlin, became General Motors of Canada Limited. In 1919, GM acquired Guardian Frigerator Company, part-owned by Durant, which was renamed Frigidaire. With this acquisition, the General Motors Acceptance Corporation (GMAC), which provides financing to automotive customers, was formed.

In 1920, du Pont orchestrated the removal of Durant once again and replaced him with Alfred P. Sloan. At a time when GM was competing heavily with Ford Motor Company, Sloan established annual model changes, making previous years' models "dated" and created a market for used cars. He also implemented the pricing strategy used by all car companies today. The pricing strategy had Chevrolet, Pontiac, Oldsmobile, Buick, and Cadillac priced from least expensive to most, respectively.

In 1921, Thomas Midgley Jr., an engineer for GM, discovered tetraethyllead (leaded gasoline) as an antiknock agent, and GM patented the compound because ethanol could not be patented. This led to the development of higher compression engines resulting in more power and efficiency. The public later realized that lead contained in the gasoline was harmful to various biological organisms including humans. Evidence shows that corporate executives understood the health implications of tetraethyllead from the beginning. As an engineer for GM, Midgley also developed chlorofluorocarbons, which have now been banned due to their contribution to climate change.

(I remember this as a subject on QI, the man who, unfortunately, came up with two clever but so environmentally damaging compounds. ED)

Under the encouragement of GM President Alfred P. Sloan Jr., GM acquired Vauxhall Motors for \$2.5 million in 1925. The company also acquired an interest in the Yellow Cab Manufacturing Company the same year, and its president, John D. Hertz, joined the board of directors of GM; it acquired the remainder of the company in 1943.

In 1926, the company introduced the Pontiac brand and established the General Motors Group Insurance Program to provide life insurance to its employees. The following year, after the success of the 1927 model of the Cadillac Lasalle designed by Harley Earl, Sloan created the "Art and Colour Section" of GM and named Earl as its first director. Earl was the first design executive to be appointed to leadership at a major American corporation. Earl created a system of automobile design that is still practiced today. At the age of 24, Bill Mitchell was recruited by Harley Earl to the design team at GM, and he was later appointed as Chief Designer of Cadillac. After Earl retired in December 1958, Mitchell

took over automotive design for GM.

1927 Cadillac Series 314



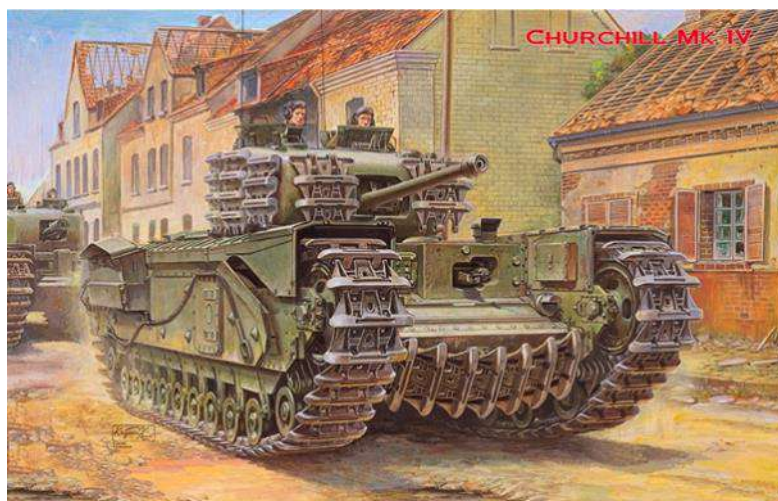
GM acquired Allison Engine Company and began developing a 1,000 horsepower liquid-cooled aircraft engine in 1929. The same year, GM acquired 80% of Opel, which at that time had a 37.5% market share in Europe, for \$26 million. It acquired the remaining 20% in 1931.

In the late-1920s, Charles Kettering embarked on a programme to develop a lightweight two-stroke diesel engine for possible usage in automobiles. Soon after, GM acquired Electro-Motive Company and the Winton Engine Co., and in 1941, it expanded EMC's realm to locomotive engine manufacturing. In 1932, GM acquired Packard Electric, not the actual car company, which would merge with Studebaker years later. The following year, GM acquired a controlling interest in North American Aviation and merged it with the General Aviation Manufacturing Corporation.

The GM labour force participated in the formation of the United Auto Workers labour union in 1935, and in 1936 the UAW organized the Flint Sit-Down Strike, which initially idled two key plants in Flint, Michigan, and later spread to 6 other plants including those in Janesville, Wisconsin and Fort Wayne, Indiana. In Flint, police attempted to enter the plant to arrest strikers, leading to violence; in other cities, the plants were shuttered peacefully. The strike was resolved on February 11, 1937, when GM recognized the UAW as the exclusive bargaining representative for its workers and gave workers a 5% raise and permission to speak in the lunchroom.

Jominy & Boegehold of GM invented the Jominy end-quench test for hardenability of carbon steel in 1937, a breakthrough in heat treating still in use today as ASTM A255. GM established Detroit Diesel the next year. In 1939, the company founded Motors Insurance Corporation and entered the vehicle insurance market. The same year, GM introduced the Hydramatic, the world's first affordable and successful automatic transmission, for the 1940 Oldsmobile.

During World War II, GM produced vast quantities of armaments, vehicles, and aircraft for the Allies of World War II. In 1940, GM's William S. Knudsen served as head of U.S. wartime production for President Franklin Roosevelt, and by 1942, all of GM's production was to support the war. GM's Vauxhall Motors manufactured the Churchill tank series for the Allies, instrumental in the North African campaign.



However, its Opel division, based in Germany, supplied the Nazi Party with vehicles. Sloan, head of GM at the time, was an ardent opponent of the New Deal, which bolstered labour unions and public transport, and Sloan admired and supported Adolf Hitler. Nazi armaments chief Albert Speer allegedly said in 1977 that Hitler "would never have considered invading Poland" without synthetic fuel technology provided by General Motors. GM was compensated \$32 million by the U.S. government because its German factories were bombed by U.S. forces during the war.

Effective January 28, 1953, Charles Erwin Wilson, then GM president, was named by Dwight D. Eisenhower as United States Secretary of Defence. In December 1953, GM acquired Euclid Trucks, a manufacturer of heavy equipment for earthmoving, including dump trucks, loaders and wheel tractor-scrappers, which later spawned the Terex brand. Alfred P. Sloan retired as chairman and was succeeded by Albert Bradley in April 1956.

In 1962, GM introduced the first turbo charged engine in the world for a car in the Oldsmobile Cutlass Turbo-Jetfire. Two years later, the company introduced its "Mark of Excellence" logo and trademark at the 1964 New York World's Fair. The company used the mark as their main corporate identifier until 2021. GM released the Electrovan in 1966, the first hydrogen fuel cell car ever produced. Though fuel cells have existed since the early 1800s, General Motors was the first to use a fuel cell, supplied by Union Carbide, to power the wheels of a vehicle with a budget of "millions of dollars".

In the 1960s, GM was the first to use turbochargers and was an early proponent of V6 engines, but quickly lost interest as the popularity of muscle cars increased. GM demonstrated gas turbine vehicles powered by kerosene, an area of interest throughout the industry, but abandoned the alternative engine configuration due to the 1973 oil crisis.

In partnership with Boeing, GM's Delco Defense Electronics Division designed the Lunar Roving Vehicle, which traversed the surface of the Moon, in 1971. The following year, GM produced the first rear wheel anti-lock braking system for two models: the Toronado and Eldorado.

In 1973, the Oldsmobile Toronado was the first retail car sold with a passenger airbag.

GM installed its first catalytic converters in its 1975 models.

From 1978 to 1985, GM pushed the benefits of diesel engines and cylinder deactivation technologies. However, it had disastrous results due to poor durability in the Oldsmobile diesels and drivability issues in the Cadillac V8-6-4 variable-cylinder engines.



1970 Oldsmobile Cutlass S Holiday Coupe Rallye 350 4-Speed

Robert Lee of GM invented the $\text{Fe}_{14}\text{Nd}_2\text{B}$ the Neodymium magnet, which was fabricated by rapid solidification, in 1984. This magnet is commonly used in products like a computer hard disk.

The same year, GM acquired the Hughes Aircraft Company for \$5 billion in cash and stock, and merged it into Delco Electronics. The following year, GM acquired 59.7% of Lotus Cars, a British producer of high-performance sports cars.

In 1987, in conjunction with Aero Vironment, GM built the Sunraycer, which won the inaugural World Solar Challenge and was a showcase of advanced technology. Much of the technology from Sunraycer found its way into the Impact prototype electric vehicle (also built by Aerovi-

ronment) and was the predecessor to the General Motors EV1.

In 1988, GM acquired a 15% stake in AeroVironment.

In 1989, GM acquired half of Saab Automobile's car operations for \$600 million.

In 1990, GM debuted the General Motors EV1 (Impact) concept, a battery electric vehicle, at the LA Auto Show. It was the first car with zero emissions marketed in the US in over three decades. The Impact was produced as the EV1 for the 1996 model year and was available only via lease from certain dealers in California and Arizona. In 1999–2002, GM ceased production of the vehicles and started to not renew the leases, disappointing many people, allegedly because the program would not be profitable and would cannibalize its existing business. All of the EV1s were eventually returned to General Motors, and except for around 40 which were donated to museums with their electric powertrains deactivated, all were destroyed. The documentary film *Who Killed the Electric Car?* covered the EV1 story.

In 1993, GM sold Lotus Cars to Bugatti.

In February 2000, Rick Wagoner was named CEO, the next month, GM gave 5.1% of its common stock, worth \$2.4 billion, to acquire a 20% share of Fiat.

While we are waiting for the weather to get better, a reminder of previous events to cheer us up.
Just have to wait a bit.



Club nights at The Burghwallis



Breakfast meetings





Club cars at the GTA event





Eco Power Stadium show visitor with club cars behind.

Club concours show at Cusworth Hall



10,00 Miles at Zero Revolutions, Part 2

Hi there again, its Linus, the Series II Alpine named after a comic strip character who sucks his thumb and always carries a blanket. I fail to see any connection but from what I hear of the names people give their children nowadays, "Peace, Moxie, Lavender", apparently anything goes.

However back to the story, Steve and I and now resident in Salisbury and after most of a month tucked up in a sheltered underground garage, I now back in the open every night, under a tree while Steve is happily ensconced in a fourth floor one bedroomed flat with a balcony overlooking the complex swimming pool.

Steve was now Restaurant Manager at the Jameson Hotel, 5 stars! and was working a split shift, breakfast & lunch, then back in the evening for dinner, 6 days a week. This being back in the 70s, dress code in the restaurant for Gents was Jacket & Tie so Steve was resplendent in a full morning suit (for the young ones, that's striped trousers, waistcoat, black jacket and silver tie) for the breakfast and lunch shift and dinner jacket with black bowtie and cummerbund for the evening shift.

He sometimes assisted with functions and occasionally for some of those he "peacocked" himself with his white dinner jacket, frilled lilac shirt and deep purple bowtie and cummerbund. He did fancy himself a bit in those days, single, passably good looking, a good steady job attending wealthy and the occasional famous guests and driver of me, a smart red sports car!

However let us get back to the story as it supposed to be mostly about me as it's going in an car Club magazine. It was only a short drive from my parking place under the tree to the hotel, to be parked in the staff parking area at the side of the hotel.

There was one slight amusing incident one night, to Steve anyway. The hotel was at the bottom of Jameson Avenue which was a dual carriageway which ran dead straight through the centre of Salisbury for probably the best part of a mile but had thirteen junctions with traffic lights. We soon discovered that these lights were timed for 30 mph so after you left the first one, a steady 30mph would see you arriving at each junction exactly as the lights changed to green and Steve would not have to brake at all. Well this one night, we left the hotel at around 11.30pm, hardly any traffic as usual and set off from the first red traffic light.

Just as we were cruising at 30 mph up to the second set, a V8 roar on my right indicated a Mustang (a somewhat rare car in Rhodesia at that time of sanctions) pulling alongside. As the lights changed to green, the driver put foot and roared away to be stopped by the next set of lights at red. Cruising at 30mph we hit the light at green and undertook the Mustang until he caught up but again hit a red light. This continued at each set of traffic lights and I could tell that Steve was chuckling at this, particularly as the driver of the Mustang didn't seem to realise what was going on as he was putting foot and then having to brake and stop at eleven sets of traffic lights. Strange what amuses some people?

A few highlights of days in Salisbury (it was a long time ago, and my memory is now pushing 60) include a visit to some friends Steve had made, who had a Smallholding just outside Salisbury, but I'll let Steve have a look in here. I had become friends with a couple who had a smallholding about 20 miles outside Salisbury that I used to visit for the day on my days off. When I say Smallholding, that is what it was called in Rhodesia but in the UK, its size would have classed it as a small Farm, growing Mealies (a local variety of Sweetcorn). It was the middle of summer and on this particular day a bush fire was rapidly approaching. Bernard asked if I would like to go down to the mealie field with him as he was going to check that the sprinkler system was working properly. Yes, so we set off to walk down a safely cleared corridor to the field. When we got there, the field was surrounded on three sides by the fire, but the sprinklers, set on the top of 20-foot poles were working fine and protecting the crop. The heat and noise was something else and to see one minute, a tree, and the next minute, with a loud crack, a 20-foot column of flames was fascinating, and truth be told a little scary.

Another incident I remember, was when Steve and Manuel (a colleague at the Jameson) had picked up two young ladies from the hotel and taken them to a night club after work (You can get four people into an Alpine, more on that later). On leaving the nightclub in the early hours of the morning, we dropped Manuel and one young lady back at the hotel then drove to Steve's flat, parking me under my usual tree. Unfortunately, it rained in the night, so when they came out, my seats were wet and my carpets floating in ½ inch of water. Steve had forgotten (or been in too much of a hurry!) to put up my hood! Luckily, he had just bought a couple of quality bath sheets so it was back up to the flat to get plastic bags and the bath sheets so they could sit down to drive to work.

One way of carrying four people in an Alpine with the hood down was for the extra two to sit up on my hood bin with their feet on my rear "seat". Steve did this a couple of times when going out to a country pub at night drinking with mates and apparently playing "walk the bottle" to decide who was going to pay for the round. I must admit that driving at night outside town, top down was very pleasant, with a full moon you could drive without lights and even at midnight, the air felt warm & soft on my air filter. Not being technically minded I'm not sure if it was good for my engine or not but it didn't seem to affect anything.

Another event I don't know if I dare tell 'cos that was when I let Steve down. I can't remember where we had been, but we were in the outskirts of Salisbury when my clutch went. Luckily, I don't know how, Steve managed to start in 2nd gear, and we proceeded slowly to the garage crawling up to traffic lights and road junction and switching off and restarting in 2nd if absolutely necessary. As my oil pressure was a bit low and my overdrive had been playing up, Steve having paid back the first loan he took to buy me, borrowed another 250 Rhodesian Dollars at the bank, and I had the whole of my bottom end done (no rude jokes please) and a replacement overdrive, apparently the last one available in the country (Sanctions!)

A couple of months later, I let him down again, but not really my fault this time (that's my story anyway). We were driving down to Bulawayo on a Friday late evening to stay for the weekend so that Steve could get drunk at a friend's 21st birthday party on the Saturday. I'll let him get a word in now.

I had been asked to give a lady friend of the birthday boy (Fraser) a lift to the party, so I collected her from her flat and we set off in good time aiming to arrive about 8 pm. We were cruising along in overdrive top; it was just getting dusk and we were about 30 miles from Bulawayo when I noticed steam coming out from under the bonnet! although the temperature gauge was reading normal. I pulled off onto the gravel at the side of the road and as we slowed to a stop, the engine locked!!!! Up with the bonnet to see clouds of steam. We were in the middle of nowhere and traffic was light. Linus wouldn't start so the only thing we could do was lock up and try and flag down a passing motorist and hitch a lift. Traffic was light so it was about 20 minutes before the driver of a Peugeot 404 stopped and very kindly gave us a lift to Fraser's house. It was dark by then so too late to do anything until the following morning.

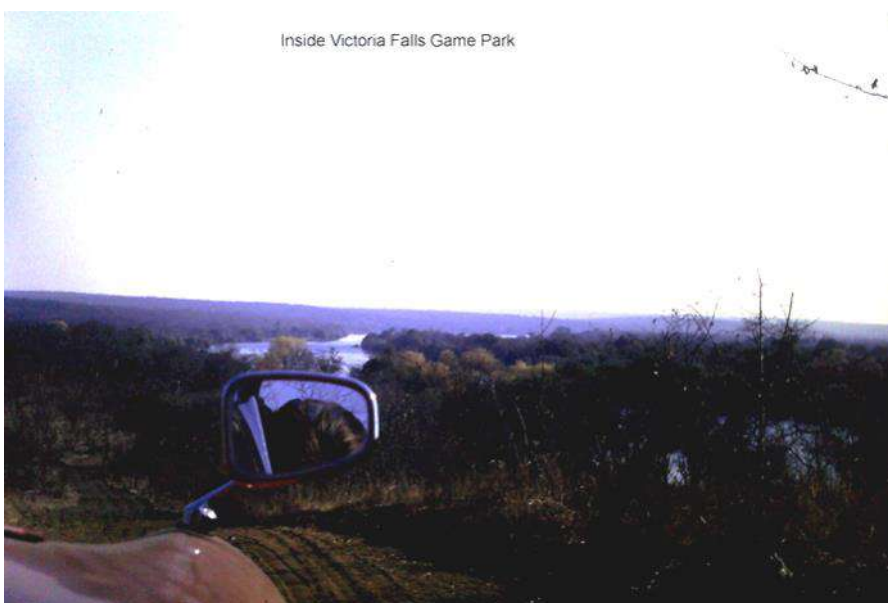
Saturday morning I set off back, along with three of Fraser's friends, a toolbox, 5 litres of oil and 5 litres of water. I had no idea of exactly where Linus was, so it was a case of driving for about 25 miles then driving slowly until we came to a forlorn red Alpine at the side of the road. Up with the bonnet, check the header tank – FULL! Pull the dipstick, wipe and check – FULL! Now what? Very gingerly I put the key in and turned, Linus roared into life.

Switched off and as the temperature gauge had been reading normal, the only thing left to do was take off the header tank, take out the thermostat and throw it into the bush. (he never gave me back a thermostat until we got back to the UK much later, and that is another story). I then drove back to Bulawayo to get ready for the party later that night.

To give some idea of the lifestyle of that period, Fraser's parent's house, like most of the houses in the major towns, had a swimming pool. The guys attending the party wore dinner suits and the gals in long dresses. It was apparently a tradition to throw somebody into a pool fully clothed on certain occasions, so I knew what was going to happen later and therefore was wearing my second-best dinner suit (light blue with dark blue silk lapels and dark blue braiding) (I told you he fancied himself as a fashion plate), and a waterproof watch. Sure enough about 11.30 after the consumption of a large quantity of beer & spirits, the guys decided that it was time to throw Fraser into the pool, so two others and myself grabbed him and made the attempt. He, obviously, didn't want to go so the only solution was to go in with him! Brandy & hot chocolate followed by more brandy when we got out.

Unsurprisingly, I didn't see Steve until after lunchtime on Sunday when we set off for a leisurely drive back to Salisbury

Later, Steve was going out with a young lady called Janet who was doing work experience in the Hotel. Janet had two teenage younger sisters and coming up was Rhodes & Founders Public Holidays which were a Monday & Tuesday, making a nice long weekend. It was decided that Steve would take Janet and her sisters to Victoria Falls and a permanent two-bedroom tent was booked in the Victoria Falls Game Park. Come the Saturday, I was packed up for a three-night stay for four people. Well, those of you who know an SII (*the pick of all the five series, S*), will know that I do have just one weak point, namely boot space!! Every square inch of space was used, including packing cans of food etc around my spare wheel. We duly set off, hood up, with Steve pulling his seat forward a couple of notches so the youngest sister had a little bit of room behind him for a journey that was going to take the best part of a full day. Fortunately I was fitted with a 2" thick foam "rear seat" cushion that looked as if it could have been an original accessory ?



We made Bulawayo safely at lunchtime, so they left me parked outside a Wimpy while they refreshed themselves. Setting off for Vic. Falls (*as it's called out there, S*), Steve took a wrong turn and we ran out of main road, ending up on the old original road to Vic. Falls. This was what was called a strip road which consisted of either two wide-tyre widths or a car-width strips of tar or concrete. If you met a car coming the other way you both pulled halfway off to pass. It was difficult to turn round on a strip road, so it was decided to carry on until we found a decent road to get back to the main one. We ended up travelling about 100 miles, but it was interesting as we were travelling through the bush and saw quite a bit of wildlife, luckily getting back to the main road and civilisation before my tank got empty. Arriving at the game park in the early evening, Steve checked in and was directed to their tent, which surprised them, being pitched on concrete with rugs on the floor, two large bedrooms, one with a double bed, one with twin beds, a lounge area, a brick braai just in front (*barbecue, S*) and the ablution block two minutes away. Steve started to unpack me, but I'll let him in here ,

I helped the girls out of Linus, they were a bit stiff but OK. We then unpacked finally getting to the space around the spare wheel where I got a very pleasant surprise, shouting out “hey girls, supper is up, get the can opener and plates”. We had packed cans of Spaghetti alongside the wheel but on top of the exhaust pipe which had heated up the cans, so they were ready to eat. The next day, Sunday, we thought we would try to take a drive through the game park. I didn’t hold out much hope as we were in a soft top car and I knew, from when I worked there, that there were Lion in the Reserve.

Surprisingly, they let us in, just warning us to keep the hood up and the windows wound up, which we promptly ignored, although we did keep the hood up. We drove round taking about three hours and saw just about everything, Elephant, Giraffe, Zebra, Buffalo, Rhino and numerous species of Buck, the exception being Lion. Monday included a visit to the Falls themselves and the obligatory walk, getting wet, through the Rain Forest before reluctantly starting to pack for the long journey back to Salisbury.

The journey back on the Tuesday was achieved without incident, though I could tell that Steve was glad to be able to move his seat back once the sisters had been dropped off. It was back to the old routine except Steve was now Assistant Reception Manager working straight shifts, 8 to 3 or 3 to 11. Janet was now attending the Catering College in Bulawayo and getting lifts back to Salisbury at weekend. One particular weekend she had managed a lift home together with another friend, Tim, that Steve also knew from work experience in the hotel. Over to Steve

Having said goodbye to Janet before I set off to work on Sunday afternoon, imagine my surprise to see her at the reception desk about 9 pm. Something had gone wrong with the lift back to college, so her & Tim were stuck. Monday was my normal day off, so I told them to go back to my flat and make themselves at home. I left as soon as the reception closed as we would have to set off at about 4:30 am to get them back to college for 9 am

Well, we did set off on time, and with clear roads and just one pit stop for fuel we made it for 08:55, breakfast for Steve at a Wimpey and then a leisurely drive back to Salisbury, top down, to keep Steve awake.

Shortly after this, Janet moved on, so Steve decided that it was also time to move on, a small advert in the newspaper catching his eye – “**Assistant Manager wanted for a Hotel in Blantyre, Malawi**”. He applied, was interviewed and got the job. The major problem was how to get me to Blantyre, fortunately he had joined the AA Southern Africa when he bought me, so I was handed over to the AA, while he flew Air Malawi.

Malawi Here We Come Next Time.

There will be more of this fascinating story of the Alpine in the next Trad-sheet.

Any member wanting their car adventures featured, send it to me and it will be done. AC



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. Updated 1st January 2023

Note: The website Events page is currently experiencing problems (Jan 10th)

2023 TBC

Jan 30 Inter Car Club Quiz, Horbury WMC, Cluntergate, Horbury WF4 5DB 8pm

Feb Morgans Yearbook published

Feb 27 Inter Car Club Quiz, Horbury WMC, Cluntergate, Horbury WF4 5DB 8pm

Mar 24-26 Practical Classics Restoration Show, NEC Birmingham

Mar 27 Inter Car Club Quiz, Horbury WMC, Cluntergate, Horbury WF4 5DB 8pm

Apr 15 JEC at the Motorist, Sherburn

Apr 16 Lincoln Big Mini Day, Brayford Wharf (TVMOC)

Apr 22-23 Ackworth Scammell Spectacular, Ackworth Showground

Apr 23 FBHVC Drive it Day

Apr 30-May 1 Thoresby Park, Ollerton (AG)

May 1 Crow Nest Park, Dewsbury (YTCC)

May 7 Tadcaster Classic Show, John Smiths Brewery Car Park (Leeds MGCCC)

May 7 Ripon Classic Show, Ripon Racecourse (GBMS)

May 14 Barnsley MMOC Branch Rally, Graves Park, Sheffield **TBC**

May 20-21 Yorks Game & Country Fair, Scampston Hall (OS)

May 21 Mini, Moggy & Classic Day, Retford Garden /centre, Saundby (TVMOC)

May 28 Thornton le Dale Spring Gala & Classic Show. Entry form at: <https://tdsacarshow.com/>

May 28 Wassand Hall (NECPWA York)

May 29 Yorkshire Classic Show, Ripley Castle (GBMS)

June 3 Sunnybank Mills, Farsley (YTCC)

June 10 Messingham Show

June 11 Locke Park, Barnsley (YTCC)

June 11 Yorks Rover Club Rally, Oakwell Hall, Batley

June 18 Murton Park (NECPWA York)

June 18 Castle Howard Fathers Day Rally (AG)

June 18 Mini Seven Lakes Show, Crowle (TVMOC)

June 20 (Tues) Eckington Classic Show, Renishaw Hall near Chesterfield (Rotary)

June 24-25 Sheffield Steam Rally

June 25 Horbury Show

July 1-2 Winterton Agricultural Show

July 9 Scampston Hall (NECPWA York) DATE???

July 15-16 Ackworth Steam Rally, Ackworth Showground

July 16 Crowle Show

July 16 Newby Hall (NECPWA)

July 16 Walton Classic Show, Wakefield

July 29-30 Epworth Car & Bike Show, Epworth Showground

July 30 Ripon Classic Car Gathering, Ripon Racecourse (Ripon Old Cars)

July 30 Sandtoft Gathering (TM)

July 30 Chatsworth Classic Show, Chatsworth House & Gardens (GBMS)

Aug 5-6 Hebden Bridge Vintage Weekend

Aug 6 Harrogate MG Northern Rally, Pateley Bridge

Aug 6 Sykehouse Show

Aug 11-13 Yorkshire Wartime Experience, Hunsworth, Bradford
 Aug 12-13 Driffeld Steam Fair
 Aug 13 Locke Park, Barnsley (YTCC)
 Aug 13 Burley Classic Show
Aug 19 Auckley Show
 Aug 19-20 Lincolnshire Steam Rally
 Aug 26 Pocklington (NECPWA York)
 Aug 26-28 Whitby War Weekend (OS)
 Aug 27 Ripon Classic Show, Ripon Racecourse (GBMS)
 Aug 27-28 Thoresby Park, Ollerton (AG)
Aug 28 Epworth 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 17 Knavesmire Rally (YHVG)
 Oct 1 Crow Nest Park, Dewsbury (YTCC)
 Oct 1-2 Murton Park Vintage Rally (NECPWA York) Date not confirmed
 Oct 15 Isle of Axholme Running Day (TM)
 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 provisionl dates; 11 Dec. 2023 dates; 29 Jan, 19 Feb, 9 Apr, 4 Jun, 13 Aug, 17 Sept, 22 Oct, 19 Nov, 10 Dec.

Beckingham Transport Rally 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

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 Lines Louth MC <http://www.lincslothclassics.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 www.sytm.co.uk

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

Rodger has told me that he is currently having problems uploading events to the club event calendar webpage.

Both he and Graham Wickham are trying to resolve it so it will happen as soon as they can get around the issue.

AC

Before we had car shows, we just had car parks full of classics. Same idea really, sit in a queue to get in, drive around to find a good place to stop. Get out, making sure that you had the essentials with you, have I locked the car? Yes, that's ok.

Then a wander off to wherever we were going, stopping now and again to look at a car that caught our eye. Nice wheel trims on one, really nice dash and interior on another. Oooh, I wish I could afford one of them, one day maybe.

Later, after doing whatever, having lunch, nice cup of tea, it is back to get the car.
Damn, where did I park it?





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We have had a number of American cars in here so far, so it is time for turning Japanese, turning Japanese, I really think so.

The Mazda MX5

The original MX-5 was launched at a time when small roadsters had almost disappeared from the market, with the Alfa Romeo Spider being one of the only comparable models still in production at the time. However, even the Spider was not a direct competitor of the MX-5 due to its significantly higher price tag. That left the Mazda as the spiritual successor to a host of discontinued sports cars such as the MG B, Triumph TR7, Triumph Spitfire, and Fiat Spider.



The MX-5 was officially introduced in February 1989 at the Chicago Auto Show, and the public immediately resonated with the new sports car. The first generation MX-5 would go on to be the most popular of the four MX-5 generations by a wide margin, with over 228,961 units sold in the United States between 1989 and 1997.

The lightweight, unibody MX-5 boasts sharp, responsive handling and a curb weight of under 2,500 pounds. Notably, the MX-5 incorporates a longitudinal truss, marketed as the Powerplant Frame (PPF), that provides a rigid connection between the engine and differential to minimize flex and improve balance. Some MX-5 models feature limited slip differentials, traction control, and an anti-lock braking system.

With an approximate 50:50 front/rear weight balance, the car has nearly neutral handling. Inducing oversteer is easy and very controllable, thus making the MX-5 a popular choice for amateur and stock racing, autocross, and club racing.

The MX-5 has won numerous awards, including Wheels Magazine's Car of the Year for 1989, 2005 and 2016; Sports Car International's "best sports car of the 1990s" and "ten best sports cars of all time"; 2005–2006 Car of the Year Japan; and 2005 Australian Car of the Year. The MX-5 has also made Car and Driver magazine's annual 10 Best list 17 times. In their December 2009 issue, Grassroots Motorsports magazine named the MX-5 as the most important sports car built during the previous 25 years. As production continues and generations are added, the core idea, dimensions and basic technology remain, with technological advancements added with each revised version, while adhering to the original goals that led to its creation.

The first generation MX-5 was introduced in 1989 and was in production until 1997. Upon its release, the car won numerous accolades such as Automobile Magazine's 1990 Automobile of the Year and Car and Driver's 10 Best list from 1990 to 1992. It initially featured a 1600cc inline-four engine making 116 horsepower. In 1994, a larger 1800cc engine was made standard in most markets. The design of the MX-5 took inspiration from the Lotus Elan, and details such as the pop-up headlights and the slim chrome door handles all recalled the famed British roadster. In an effort to keep the weight down, base model cars went without power steering and power brakes. A five-speed manual transmission was standard, though a four-speed automatic was available.

The NA MX-5 is also noteworthy for its special editions, including the 1991 BRG model with its British Racing Green exterior paint and tan leather upholstery. Other special or notable models include the enthusiast-minded R Package variants, the M Edition models and the VR limited of which 700 Artvin Red Mica and 800 Excellent Green Mica were built.



The second generation MX-5 was unveiled in 1997 and put on sale in 1998 for the 1999 model year. While it kept the same proportions of its predecessor, its most noticeable change was the deletion of the retractable headlamps, which were eliminated in the face of more stringent pedestrian safety tests. The NB boasted a slight increase in engine power, a more refined interior with an updated design, and a newly available six-speed

manual transmission. In 2001, further revisions included slightly updated front and rear styling as well as variable-valve timing engine technology for the 1800cc engine, which now made 142 hp. Updated models have since been known as NB2, while the earlier versions are referred to as NB1.

While various special editions continued to be introduced throughout the entire NB production run, the Mazdaspeed MX-5 is distinctive for being the only MX-5 to be turbocharged at the factory. The Mazdaspeed variant, built for the model years 2004 and 2005, made 178 hp from a turbocharged version of the normal 1800cc engine, enabling a quarter-mile time of 15.2 seconds and a 0–60 mph time of 6.7 seconds. Other Mazdaspeed specs include stiffer and shorter springs, Bilstein shocks, and larger 17-inch wheels.

Taking design cues from the 2003 Mazda Ibuki concept car, **the third-generation Mazda MX-5** was introduced in 2005 and was in production until 2015. This generation introduced a Power Retractable Hard Top (PRHT) variant that features a folding hard top mechanism that does not interfere with boot space. During its release, the third generation MX-5 received several accolades such as the 2005-2006 Car of the Year Japan Award and Car and Driver's 10 Best list from 2006 to 2013.



The fourth-generation Mazda MX-5 was unveiled in 2014 and has been in production since 2015. An updated model was introduced in 2019 and is visually identical to the pre-update model; the engine was upgraded to 181 hp and a dual-mass flywheel introduced to the powertrain in the manual transition. The ND generation introduced a Retractable Fastback (RF) variant that features a rigid roof and buttresses that give the silhouette a more coupé-like appearance than the soft top convertible.



The fourth generation MX-5 has received several accolades such as the 2015-2016 Car of the Year Japan Award, the 2016 World Car of the Year Award, Car and Driver's 10 Best list from 2016 to 2019, and the Red Dot Best of the Best Award in Product Design 2017. In addition, the car is the basis for the Fiat 124 Spider and Abarth 124 Spider.

In 2000, the Guinness Book of World Records declared the MX-5 the best-selling two-seat sports car in history, with a total production of 531,890 units. The 250,000th MX-5 rolled out of the factory on November 9, 1992; the 500,000th, on February 8, 1999; the 750,000th, in March 2004; the 800,000th in January 2007, and the 900,000th in February 2011.

On April 22, 2016, Mazda broke its Guinness World Record by producing its one millionth MX-5. The one millionth car rolled off the production line and was shown in select cities, where the first 240 fans of the vehicle present could physically sign it before it went to the next destination.

Yes, I know that I went over the 20 year classic status, complete story though. (ED)

It was time to Grab a Granny.

The tale of two Granadas.

We are talking mid 1980s and I needed to replace my Mk1 Escort. Certain comedy in trading an Escort for two Grannies but I will leave that for you to ponder.

This white Escort was well past it's best, but would be easily restorable nowadays. The passenger door was a struggle to open from inside and I could actually see the road through holes in the passenger side floor but it started and ran perfectly well so did ok for the short run to work in London. (6 miles, about an hour and a half!) It was not going to pass an MOT and, back then, it was scrapped as cheaper to buy something else. East of London was, effectively, Fordland so the used car market was full of them.

No internet browsing back then so it was all down to Exchange and Mart and Loot with adverts for everything, like an ebay but on paper.

I settled on a gold coloured Ford Granada Mk 2, a 2.8 litre Ghia. To say that it was past it's best would be kind, mechanically it was great, had a long MOT but the gold paint was suffering the usual bumps and scrapes of London traffic and was fairly dull in colour and had a number of primer sprayed patches. Not enough to look like camouflage but on the way there. It's real attraction was that it was relatively cheap, to buy that is, it drank fuel like something with a recognised problem. The other issue was the power steering leak which never got fixed. Each corner got progressively harder to get round until I topped it up again, it became my mobile gym as it was quite hard work in traffic.

Worst journey I have ever had was in this car. I needed to drive up to Doncaster to pick up my daughter but it had snowed from Peterborough northwards and the A1 was slow going until I hit a wall of freezing fog, miles and miles of it. Ford heaters are well known to be good so I was toasty enough but outside was horrible.

It was then that I hit the real question, do I slow down a lot in case there was something ahead that I needed to stop for or do I keep going slower (but still too fast) in case something came up and hit me from the back because they hadn't slowed down? I decided that whatever hit me from the back could well be big and with a trailer so slowed to 50mph or so and looked intently ahead. After a while, I could see a fog light on a car in front of me so stuck with that at a safe stopping distance, assuming that they would hit any obstruction first and I would be able to stop. After a while, we drove clear of the fog but into heavier snow showers.

The rest of the journey North was manageable, heater and wipers on, stay in the tyre tracks and keep going until I got to my destination, it carried on snowing, bit heavier now. Obviously my daughter was only nearly ready, despite me being a couple of hours later than planned, so set off for home late afternoon. You know, winter, gets dark and a lot colder early especially with heavy snow clouds in the sky.

Local roads were a bit slippery but the main roads had been gritted and I was back onto the A1 heading south again fairly soon. Next problem was the slush and the falling snow. It may have been tatty but it was still a Ghia so had those odd little wipers on the headlamps.

These wipers turned out to be a perfect place for slush to splash onto and freeze allowing the snow to get a grip and build up to bit by bit cover the lights altogether. Couldn't get them to move as they were frozen, main wipers worked using heat from inside the car. There now followed a game of stop every 20 miles or so to clear the lights so I could see where I was going. There was some, but not much traffic, being a weekend, and nobody to just follow and drive off of their lights.

This game of drive, stop and clear the lights, carry on, repeat lasted until we got back around Peterborough again. Road from there was driveable with care and from Cambridge down the M11, perfectly clear. I got home hours later than planned, exhausted, said 'you won't believe the journey I have just done'. I was right, they didn't.

The end of this Granada came when it was stolen while I was in a work meeting one evening. Came out and there it was, gone. You obviously remember the leaking power steering issue, I felt that nobody would have driven it far so got a lift up and down all of the local streets in the area to find where it was dumped, nothing. Must have been driven straight to the scrappy, quickly crushed and paid off probably before I even knew it was gone. Reported to the police in case it turned up and only had one panic when, a few weeks later, a gold Granada had been reversed into a bank frontage so they could steal the cash machine in the wall. Not mine though.

Not deterred by this, I went out looking for another Granny. Loads of them all over the place, low value because they used a fair bit of fuel compared to an Escort or Cortina. I found one, really good condition inside and out, Ghia again but a light metallic blue. This one looked and drove really well but I had to spend a bit more than usual, just short of £200. Did a fair mileage in this one including a few trips from London to Doncaster and back.

It ran very well with no problems, even the power steering worked this time until, one morning it just went odd. It would start, rev and idle with no problem but as soon as I put it in gear, it stalled. Had a little play, like you do, and found that I could get it to run too fast, clonk it into gear and off it went. As soon as I slowed down, it cut out. Being an auto gearbox, I couldn't slip the clutch and rev it like I had to with some of my earlier far rougher cars. As I was stumped, I asked for help from a friend of the family mechanic, ex Ford employee, who had a good look, decided that he needed to get it back to his workshop and off he went. After a couple of days, I got a call to say that he and his mates who ran repair garages in the area, now had 5 Granadas all with similar problems. I had recently had the auto box serviced but the others hadn't and they were struggling to find the cause. They had been swapping parts from one to another to find what worked and what didn't with no success at all.

The story on this one ended, without ever finding what the problem was, because the mechanic had put the car on a ramp to search about underneath and he had found a very serious issue. Somebody had found a load of rust in the main chassis rails going from front to back but, in the section going over the rear axle arrangement, they had put cardboard with some thin metal glued onto it and then painted on underseal to hide it. The flexing had cracked and exposed the bodge. The car was a death trap so had to go, repairing it would have cost more than getting another. The mechanics stripped it for parts to keep my bill down and the shell went for scrap.

This, sadly, was the fate of many a Ford car, those that escaped this fate are selling for crazy money now.

I think that Fords were great cars but lost value so quickly as they hit 10 to 12 years old, as they were designed to, the cost of repair was lots more than just replacing them with another. For those that wish they had kept all these, which would really be worth repairing now, just think how much storage would have cost for 40 years to stop them getting worse. That is why we scrapped them.

We had Escorts, Anglias, Capris, most Cortinas, Transits, Zephyrs, Zodiacs, mostly bought for £40 to a couple of hundred, makes us cry just thinking about it. The wonder of living in Fordland.

Andy Campbell

The new Ford Granada Emphasis on engineering



Whatever you think about the Dagenham dustbin, The Sweeney were in a Mk 1 Granada and the boss in The Professionals was in a Mk2 Granada. The villains were, of course, in Jags. Just saying.

Solid engineering makes the Ford Granada a durable and reliable car

