



Founded 1967



Club nights back in full swing, others are still looking at cars in the car park.

**NEWSLETTER OF THE  
TRADITIONAL CAR CLUB  
OF DONCASTER  
JUNE/JULY 2023**

## Editorial

Hello members,

In the last Tradsheet I was preparing to crack on with getting the Herald on the move again.

But, and there is always a but, my Mazda failed an MOT on a lot more welding underneath than I had expected, the couple of bits that I had seen were joined by several more that I hadn't. I was then faced with the prospect of, yet again, doing cars other than the Zodiac which has waited silently while other cars got done instead. I took the maybe rash decision to sell the Herald rather than fix it and get a little run around and actually prioritise the car I want to drive. It has gone to club member Ged who has sorted the immediate issues and even brought it to the last club night. Mixed feelings really, missed it a bit but it was more nice to see it moving and going out again like it should. I had driven it for 10 years or so, stopped driving it with lockdowns as it is one of those cars that people come to talk to you because they had one, learned to drive in one, can they sit in it? Usually no problem and it was nice but the pandemic changed all that. It was time for change.

The Mazda is up on ramps, I have cut out the rust and welded just over half of the job so far. Must admit that I find it a lot harder wriggling under my van (and out, and back again, then out and back again, and again) than I used to and am struck by the thought that, if I could get access to garage ramps, I could have done the whole lot in 2 days but it has taken 2 weeks on and off of very uncomfortable work so far and still an amount to go. However, grumbling won't fix it so a bit more this week and I might have it all done for MOT.



**Rust pretty well gone here and, for the Rock fans, he's on the Jack.**

I could tell you about the run around but it is a 2010 so nobody will be interested for another 7 years yet. Hang on, that will go quicker than we think.

We are getting back to full operation with numbers increasing at club nights, a successful drive it day and some Breakfast meets under our belts already. The annual show, now at the Eco Power stadium (Keepmoat to most) is on July 8th which is a Saturday. Members must register with the club and get their tickets in advance, the security there is massively different to our previous venue and our free entry is by that ticket.

We only have about 40 booked so far which is about a third down on usual numbers. Either get your fingers out or tell us why you won't be there. We cannot fix an issue that we don't know about but can't do Sunday there as the boot sale revenue is too much to compete with.

We will hold a club event on 17th September at Cusworth Hall, as part of their Heritage Day, where we will judge and award the trophies as we did last year. Going to see if we can get back in front of the house this time as it is nicer there. Details will be confirmed as they are sorted and agreed.

So, hope to see you at a club event soon

Safe driving

**Andy Campbell**

It is my sad duty to tell you that Ron Wickham, club member of many years, passed away unexpectedly on 15th May. He had been a good supporter of club events and had a lively sense of humour. The top photo is of Ron at Epworth show in 2016 with his Morris and I have an idea that it was his idea to have photos of members as they may be useful one day. Appears that he had a point and a laugh at the same time. I particularly remember that he loved to find a mistake in Tradsheet, not to criticise it but to wind me up because it was funny. He had a dry way of letting me know as well.



Condolences from us all to Graham and family at a difficult time. AC



# Chair's Chat

Hello members,

I hope that I find you all well and enjoying the classic car year.

As many know, I have moved to York now and the building works are well under way with, hopefully, the steel supports in today. We're having a wall taken out and a new kitchen. This is the fourth week of work and like most major jobs you don't realise the extent of remedial work until you start. We hadn't planned that we would need new joists, floor, lintel over the window etc etc. I keep saying it'll be nice when it's done. Guess those who have restored their own cars have said the same at some point.

I took the Austin out to a local hostelry and met up with a few more enthusiasts. I'm looking forward to driving it over the summer, gradually extending the mileage of each trip. It could do with some new core plugs as at the present time there are four 2p pieces in the holes. (an 8 NP engine no less. ED)



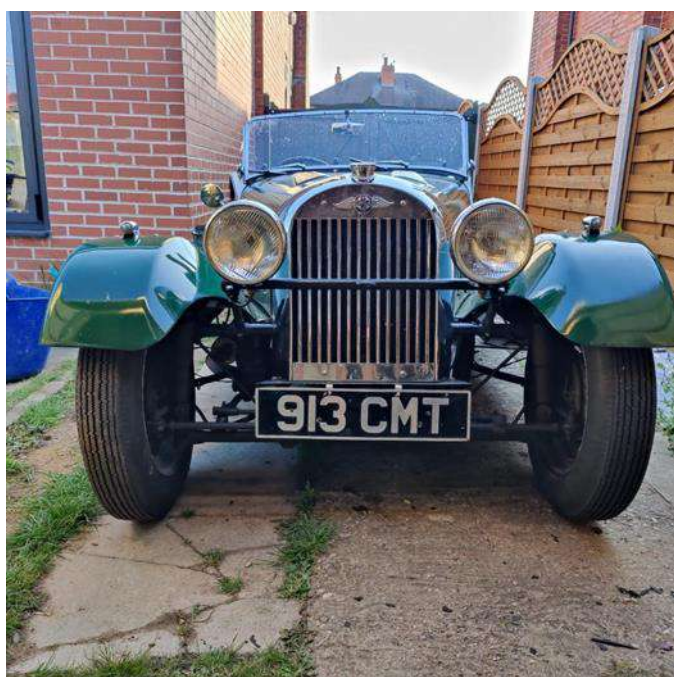
**I hope you are all keeping well and wish you safe and happy motoring.**

**Stuart**

## 600 Miles in a 70 Year Old

I'm always nervous before a big run like this, previous attempts between my home in Doncaster and my regular bed in Hampshire had largely been ok now the overheating issues were on top of, but my last run hadn't gone so well as a treacherous faulty bearing in my speedo had bamboozled me into thinking something more serious was afoot and delayed my return run by around two hours whilst the cause was found.

This time, although I had spent a great deal of the spring getting on top of the various issues troubling the car and whilst she's not perfect I was more confident this time around.



A 9am appointment in the village of Grazeley Green near Reading meant that I was up before the sun. I rolled her out the garage and did one last check of the fluids under torchlight before jumping in the spongy upright drivers seat, pulled the choke hard against the steering wheel and holding the starter button down until the Standard Vanguard engine drowned out the dawn chorus, dashing any hope the local wildlife had of finding a mate that morning.

I was following my tried and tested route south, A1, A46, M1, A43, M40, A34; this limits my time on the busier sections of motorway and still allows me to cruise at 60mph.

At this speed, the Vanguard engine hums away at 3000rpm with a drone akin to that of a WW2 fighter. Given the time of day the traffic was largely light with only a few minor accidents hindering the otherwise fault free journey. Closures on the A34 meant I was able to take a much more picturesque route through the Chilterns.

My appointment was with Richard Thorne Classic Cars, who is a Morgan and Lancia specialist, but does frequently deal in other marques. They sold me the car a year and a half ago, and had done quite a bit to help me keep her running in the meantime. But I wanted their wise eyes to give my car the once over.

I was pleased to see they passed the car to Matt, who is a former McLaren Designer/Engineer and a real wiz with the spanner, and will usually be found in the paddock if a Morgan is racing.



I was dropped off at the pub whilst the team took a look over my car. Around 4 hours later, I was brought back to and taken though the faults.

Fortunately nothing terminal was found, and much of the work consisted of tightening bolts that had shaken themselves loose over the last year and a half. I was pleased to see that compressions were good across all 4 cylinders, they had made some adjustments to the steering to make it tighter and more manageable at speed.

After the paying the very fair bill I set off through the South Wessex Downs, finally arriving at Andover at 5pm, she's not a hugely exhausting car to drive long distances, but I still took advantage of the bed and quiet house to get an early night.

## **Day 2**

Day 2 began with a lovely hand pulled cappuccino and an inspection of the car. I was pleased to see she was doing a better job of retaining oil and improvements across the car meant she was now achieving around 20 mpg allowing me to complete the whole run on a single tank.

A radiator stay had however finally become detached from its mounting point. Though not critical it was an issue that needed resolving later. A quick bodge of jd weld wasn't going to resolve this unfortunately as I was to find out.

Hampshire will always have a place in my heart. The rolling hills and chalk streams that criss-cross the county provide an exciting prospect for a budding explorer. There can be a welcoming village just around the next corner.

My guide was a very close friend Steve, his knowledge of the villages in Northern Hampshire never ceases to surprise me and there is always a new area to explore. Stocksbridge is always a hive of activity, so a drive there for breakfast and clay pigeon shoot sorted us for the morning.

An exploration of the surrounding villages was cut somewhat short by the only bit of rain we saw all weekend. Fortunately, at the village of Horsebridge, one can find the village pub John of Gaunt. A small but well loved community pub, with kitchen and bar staff that quite clearly love their roles, Delicious food and drink was served to us within minutes of arrival.



Once the rain had cleared the sun returned and we drove the car back towards Andover, taking in the beautiful countryside and villages of Stocksbridge once again, as well as Leckford, Chilbolton and Wherwell.

### Day 3

Day 3 Started with a thorough clean of the car with whatever I could find in Steve's house. She was off to West Tytherley village fete today and was required to look her best.

Richard the organizer, had planned a classic car show for the fete but neglected to invite nearly everyone except himself.

He had heard that I was down through Steve and insisted I attend, hoping to pull in a few other classics from his neighbours too.



Before the fete, however, was a trip to the clay ground once again. It was Steve's partner's birthday and he wanted to surprise her with her first shotgun. I took the gun to the ground to delay the surprise to the very last moment.

Surprise sorted, I roared off towards Winchester Auto Barn for breakfast. The auto barn is a newly established site that's looking to become a Car and Coffee meeting point. At the crossroads A30 and A272, with the sun beating down I was expecting a packed venue with plenty to see, but was surprised to find it empty with only Debbie tinkering away on her Coffee van ready to serve.

I pulled up the car in a prominent spot visible to passing traffic. And was immediately welcomed with the smell of fresh coffee and a locally sourced cheese and ham toastie. Both once again we're delicious.

Debbie was very polite and was complimentary of the Car, saying "I was glad you arrived, business had been a little slow this morning, but all it takes is one nice car to draw in the others". Within 10 minutes my car was joined by a 77" 911 Carrera 3.0, an 82" 280SL and a new Lamborghini Urus, all with chatty owners.

Having spent an hour chatting and seeing a number of other cars turn up I set off to the fete. Arriving at the packed common, that honestly wouldn't have looked out of place in a Hollywood movie.

The smile on Richard's face was a sight as he saw me pull onto the field, he'd managed to in short notice accrue a field of 4 other cars.



2 of these cars were his; a Lagonda 2 litre supercharged and an Austin 7 racer, a highly modified VW Beetle and a XK120.

Parked up, it was quite a nice setup.

The fete was set up to support local causes and businesses, who turned out well and drew in a large crowd for much of the afternoon.

As evening set in the fete closed down, Richard ran over a Gazebo leaving the show and later joined myself and the organizers for a party in the village pub opposite the common.

I was designated driver for the evening so was coerced to do my bit taxiing locals to and from the pub until closing, surprisingly she makes a good taxi.



#### **Day 4**

The last day of my tour and a 200 mile drive North following much of the same route that got me down. A full tank of fuel was in order to get me back north. Which was fault free once again.

4hrs later she was tucked away for the night, post inspection seems to show that everything held together just fine, only losing the horn and a headlight throughout the marathon 600 mile tour. Easy repairs I'm sure. Then ready for the next outing.

#### **Graham Konstandelos**

(Graham has put a video tour on the club members facebook page, very interesting and worth a look.ED)

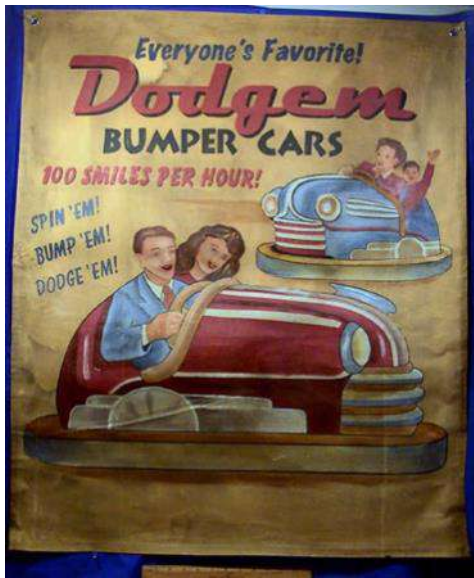


**DOWN SOUTH**



**UP NORTH**

As the push for electric cars continues relentlessly, it seemed right for a classic club to look at the past electric vehicles again, this time with Bumper Cars, a sea side or fairground favourite usually accompanied by loud rock n roll music.



Bumper cars or dodgems are the generic names for a type of flat amusement ride consisting of multiple small electrically powered cars which draw power from the floor and/or ceiling, and which are turned on and off remotely by an operator. Bumper cars were not intended to be bumped, hence the original name "Dodgem." The first patent for them was filed in 1921.

The cars are commonly powered by one of three methods. The oldest and most common method, the Over Head System (OHS), uses a conductive floor and ceiling with opposing power polarities. Contacts under the vehicle touch the floor while a pole-mounted contact shoe touches the ceiling, forming a complete circuit.

A newer method, the Floor Pick-Up (FPU) system, uses alternating strips of metal across the floor separated by insulating spacers, and no ceiling grid. The strips carry the supply current, and the cars are large enough so that the vehicle covers at least two strips at all times. An array of brushes under each car makes random contact with the strips, and the voltage polarity on each contact is arranged to always provide a correct and complete circuit to operate the vehicle.

The metal floor is usually set up as a rectangular or oval track, and graphite is sprinkled on the floor to decrease friction. A rubber bumper surrounds each vehicle, and drivers either ram or dodge each other as they travel. The controls are usually an accelerator and a steering wheel. The cars can be made to go backwards by turning the steering wheel far enough in either direction, necessary in the frequent pile-ups that occur.

Although the idea of the ride is to bump other cars, safety-conscious (or at least litigation-conscious) owners sometimes put up signs reading "This way around" and "No (head on) bumping". Depending on the level of enforcement by operators, these rules are often ignored by bumper car riders, especially younger children and teenagers.

During their heyday, from the late 1920s to 1950s, two major US bumper cars brands were Dodge by Max and Harold Stoehrer and the Lusse Brothers' Auto-Skooter by Joseph and Robert 'Ray' Lusse.

Original bumper cars were created out of tin. Lusse Brothers built the first fiberglass body in 1959, in part due to the survival of Chevrolet Corvette bodies over the previous six years. After getting permission from Chevrolet, then subsequently buying the actual Corvette chevrons from local Philadelphia dealers, those were attached to the nose of their product for 1959. In the mid-1960s, Disneyland introduced hovercraft-based bumper cars called Flying Saucers, which worked on the same principle as an air hockey game; however, the ride was a mechanical failure and closed after a few years.

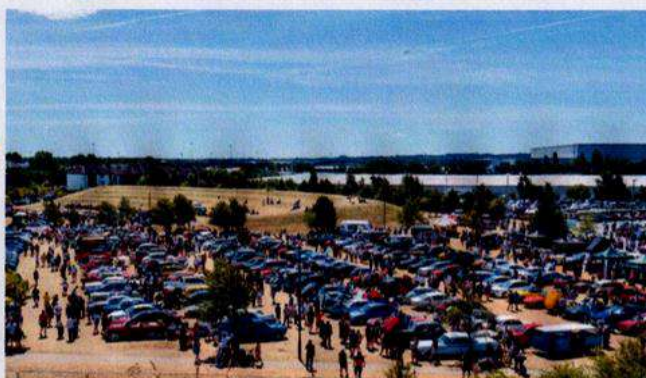


# 2023 DONCASTER CLASSIC CAR & BIKE SHOW

The Eco Power Stadium, Stadium Way, Lakeside  
Doncaster DN4 5JW

**Saturday 8th July 10am-4pm**

Organisers



Sponsors



**One of the largest events of its kind in the north of England for  
Vintage, Classic and Modern Cars and Motorbikes  
This year with more Static Displays, Commentaries,  
Food and Drink, Trade Stalls and Entertainment**



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Full booking info online**

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children 12 and under  
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**All profits are distributed to charities  
and other good causes  
for the latest information visit**

**[www.doncasterclassiccarshow.org](http://www.doncasterclassiccarshow.org)**

This show is free for club members and was a good event last year as we rebuild from the lockdown. Members do need to say if you are going in order to get your entry ticket though, stadium security is not like our previous venue. It is a popular event and there may well not be space for you if you don't book via the club in advance.

## Drive it Day 2023



A relatively successful Drive It Day adventure today. Thanks to all that attended. It was eventful with road closures, poor navigation by some parties, and punctures, but we persevered and came through it. We did raise some money - about £75 for the British Heart Foundation, even though I forgot to put the collection tin out!

**Kevin Irwin**



## GTA Event May 2023



An event organised by Mark Elliott and a team of people. I took my grandson, who didn't want to go to a car show, and we had a great time. Sunshine, good display with lots of cars and bikes and he was fascinated to look at the partly dismantled cars in the workshops so we could see brakes, engines etc without all of the bodywork covering them up. He had a ride on a little train, pretended to drive Trevor's Rolls and had an ice cream— that was him sorted. Good sunshine and a nice friendly atmosphere all round and club members' cars on show.



Bit more GTA



As well as the main car area and the practical demonstrations, there was an equal size area with trucks, vans, monster trucks and a whole lot of interesting vehicles that may not yet be classics but are on their way. The event seemed a lot bigger than last year which can only be a good thing.

Another good day out.





A couple more from Drive it Day.





Breakfast Meets, Mickleburgh above, Whitley below.







Club Nights at The Burghwallis, next ones listed on page 2



## 10,00 Miles at Zero Revolutions, Part 4

Hi there it's me Linus the Alpine again, Now where was I?

That's right, I am on an open railway truck, courtesy of the AA SA and Rhodesian Railways, not a flatbed, but one of those with sides about 2 foot 6 inches high, halfway between Blantyre and Salisbury travelling through Mozambique. Steve had put me in danger again as we later discovered there was a lot of terrorist activity in Mozambique which included blowing up trains. Meanwhile, he & Sue were busy sunning themselves around a pool, staying in a friends pool house, having flown down from Blantyre on the Monday morning. I was expected to arrive at the Rhodesian Railways goods depot sometime on the Wednesday.

*By Thursday lunchtime we were starting to panic a little, having learned by that stage that a train had been blown up travelling through Mozambique two week previous. Fortunately, Dave, the friend we were staying with was the manager at the Railways Goods Depot, so he was able to reassure us that there were no reports of trains being blown up on the Thursday night and then on the Friday night, he brought the good news that the truck Linus was on had crossed the border into Rhodesia and would be at the goods depot around 11:30 on the Saturday morning.*

*Needless to say we arrived at the Goods Depot at 10:30 and stood on an empty platform straining our eyes for the sight of a truck. At about 11:15 we saw a single solitary truck being shunted in. As the truck got nearer, we could see Linus looking a bit the worse for wear as the truck was totally open and he had been travelling behind a steam engine. He was rolled off the truck and started first time. A few papers were signed, then we drove back to Dave's house.)*

As soon as we got back to the house, out came the hosepipe, buckets & sponges for the first time of the next couple of weeks. The first wash took the soot off, but the grit & coal dust was something else and wasn't totally removed until we got back to the UK.

We set off early on the Sunday morning, the plan being to drive a round tour of Rhodesia followed by similar in South Africa including a drive down the east coast from Durban to Cape Town. The first night was spent at a hotel at Kariba dam belonging to the group that Steve had worked for in Malawi.

*(I knew the manager, and this was where, to paraphrase a "Baldrick saying" the cunning plan hatched at Chileka airport Blantyre, kicked in because at that time there was dire shortage of Whisky in Rhodesia, so the night's stay was paid for with 2 bottles of whisky.)*

Monday, we drove back through Salisbury and headed east to Umtali on the Mozambique border, arriving at a little country hotel at 7:30 pm where Chef had gone off duty at 7, so all that Sue & Steve could get for dinner was a sandwich prepared by the night porter. The next day, we set off to drive to Bulawayo, via Fort Victoria, and checked into a hotel.

Wednesday, after leaving washing at a laundry (*important as you will see shortly*) we set off to stay at the Azambezi Hotel just outside Victoria Falls. This hotel, again, belonged to the company Steve had worked for so was paid for with two bottles of Whisky. A very nice hotel which was apparently the largest single structure under thatch in Southern Africa at that time.

Thursday, the plan was to drive back through Bulawayo, collect the laundry and then drive through the border into South Africa spending the night in a hotel in Pietersburg. However, the best laid plans of mice & men!

*(Having worked in Victoria Falls I wanted to show Sue the falls close up and take a last walk through the Rain Forest. Time just flew by, and it was late mid-afternoon before we set off. Despite pushing Linus at 80 -85 mph, we arrived outside the Laundry at 5:45, to find it had shut at 5:30. Out came the contacts book and we found a friend delighted to give us a bed for the night.)*

Friday morning we were waiting outside the Laundry for it to open as we now had a long days drive to get through the border and down to Johannesburg, a total of 591 miles,

*(Perhaps I should mention that at this time there was a petrol crisis, in Rhodesia, as a tourist, you were given petrol coupons, lots of, so remaining ones were left with friends. South Africa used a different system, petrol was only available 8:00am to 5:30pm, Monday to Friday.)*

At 5:15pm we hit a garage in Pietersburg and filled the tank to the top of the neck *(those of you who know an SII, will know that the range of a full tank is somewhere around 240 miles at best, and we still had 258 miles to go to reach friends in Joburg. The emergency supply was 5 litres in Castrol GTX can in the boot)*

It was 10:15pm when Steve pulled onto a garage forecourt in Johannesburg to check a street map. Fortunately, his friends were just around the corner about 10 minutes away. Unfortunately, as he pulled onto the forecourt, there was a click and my speedometer died.

*(The friends had given up on us and gone to bed, so we had to wake them up. When I checked the tank the following morning, I reckoned there was probably enough to soak a handkerchief, but we still had the GTX can.)*

I now had two days peaceful rest, which included another session with a hosepipe as that coal dust was tenacious. Monday morning we set off bright and early to drive down to Durban, after filling the tank, of course. My speedo was dead, but Steve could drive on the rev counter fairly easily, although he had to be careful because as well as the petrol regulations, the speed limit had been reduced to the equivalent of 50 mph and the fine for speeding was an instant R100 and the car couldn't move until it was paid. All went well until we were about halfway down Van Reenen's Pass when Steve decided to pull off into a viewpoint. September is winter in SA and there had been snow on the Drakensberg mountains which could be seen from the viewpoint. Unfortunately, as Steve pulled out to continue down the escarpment to Durban, there was another click, and guess what, my rev counter died!

We reached Durban slowly and safely *(no traffic cops hiding behind roadside hoardings on Harley Davidson's as they do in American movies)* and parked in the car park of the Lonsdale Hotel, which Steve knew from when he first arrived in South Africa and briefly worked in Durban. Next morning, Steve started to look for a suitable garage and didn't have to look far to find a Chrysler garage around the corner. He chatted up the workshop manager, who had started life as a Rootes mechanic and was happy to have a look at me. When Steve came back to check that afternoon, he was told that two new cables were being made and that I would be ready for the road by 12:00 tomorrow.

Duly collected at 12pm, after Steve paid the princely sum of R10 for two new cables plus labour, off we set, via Umtata, for East London where I was parked on the seafront outside the hotel, watching a small coaster that was waiting for the next high tide, having run aground that day. The next day, a run down the East Coast, through Port Elizabeth to Knysna, with SA money now running a little short, I ended up parked for the night outside a Greek Café with very clean, simple rooms at the back for R5 a night.

The next day was an easy 317 miles to Cape Town where Steve & Sue were staying in a friends flat until they boarded the Mail Ship, SA Oranje bound for Southampton. Over the weekend, we drove around the Cape Peninsula, I got parked at the bottom of Table Mountain while they went up in the cable car and had the experience of the tablecloth coming down.

Monday, Steve drove me down to the docks and handed me over to the AA, who drained out all my oil, water & petrol, then using nets under my axles, swung me up into the air and then down into a square black hole which moved.

*For any statisticians amongst you, we travelled 4055 miles in 9 days of driving, consuming 132.03 gallons of petrol at a cost of SA Rand 93.07, which gives an MPG figure of 30.71.*

Narrated by Linus, the car, who lets owner **Steve Martin** speak now and again but only in italics.

## Triumph 1300.

The 1300 was Leyland's first front-wheel drive (FWD) design. Their major rival was BMC, who was at the time producing three FWD model ranges including the Mini and the best-selling Austin 1100 series; it was hoped by Leyland that some of the 1100's phenomenal success would rub off on the new Triumph.

Triumph decided to adopt a different layout to BMC however, placing the engine above the gearbox in a longitudinal configuration (but not sharing the same oil) rather than BMC's transverse engine layout. This resulted in a tall profile for the engine/gearbox combination which limited styling options.

The engine was the same 1296 cc Standard SC unit as used in the Triumph Herald 13/60. (the engine had originated in 1953 in the Standard Eight in 803 cc form) A conventional OHV four-cylinder unit, it developed 61 hp with the single Stromberg CD150 carburettor (also as used in the Herald 13/60) and was mated to a 4-speed all-synchromesh gearbox. Front suspension was by double wishbone layout, attached to a shock-absorber/spring unit, and the rear suspension by semi-trailing arms and coil springs like the 2000.

Styling was somewhat unusual—partly dictated by the tall engine/gearbox—with a strong family resemblance to the Triumph 2000. The front was a "squashed" version of the 2000 with single headlamps, and the rear had an almost "chopped-off" look with a very short and stubby boot. The roof had a pronounced lip above the rear window. The car was available only as a four-door saloon.



The interior was well-appointed with full instrumentation in a wooden dashboard, wooden door capping, adjustable steering column and comfortable seats with ventilated PVC upholstery. There was through-flow ventilation with outlets under the rear roof lip. The car was fairly roomy, and aside from a slightly baulky gear change, easy to drive with very reasonable performance.

Standard equipment was generous and included thick carpeting but no heated backlight. Although not reclining, the front seats were remarkably versatile and could be easily adjusted for height and rake. The steering column was adjustable not only up and down but back and forth as well. From a safety angle the door handles were recessed and could not be caught on clothing and the (awkward to operate) window winders were spring-loaded and similarly recessed. The instrument panel had a speedometer, fuel gauge, temperature gauge, ammeter and a comprehensive cluster of warning lights arranged in a "pie chart" formation. The rear seat had a centre armrest which could be folded up when not in use.



For 1968, the 1300TC joined the basic model. The TC used the engine then fitted in the Triumph Spitfire, which featured twin SU carburetors and in this configuration provided an advertised 75 bhp. The compression ratio of the TC was 9.0:1, whereas the single carb engine compression was rated 8.5:1. The car was identified by discreet "TC" badges. Top speed was significantly higher than the 1300 at a claimed 90 mph and acceleration times were cut by 11 percent to a 0–50 mph time of 11.5 seconds. A road test a few months later significantly improved on the company's performance claims, achieving a maximum speed of 93 mph and 0–50 mph time of 10.5 seconds. With the car then retailing for a recommended UK price of £909, the road test concluded that "the 1300 TC costs only £41 more than the original model, and is a very good bargain indeed".

In August 1970, the 1300 and 1300TC were replaced by the Triumph 1500. The engine was enlarged to 1,493 cc providing a useful increase in torque, but a decrease in overall power and increased fuel consumption. The front end was cleaned up considerably, and the rear redesigned with longer tail, providing a useful increase in boot space. Production of the FWD Triumphs came to an end in 1973.

## The Tale of the Flooded Carburettor.

Back in the 1970s, a young lady and I had a flat on the 9th floor of a tower block in Essex. As usual I had a Ford Mark 3, a Zephyr 4 this time. The flat looked out over the Roding Valley (a smallish river) and, at the time we were there, the beginnings of the M 11, a new motorway from London to Cambridge. At night, I could sit with a drink on the balcony looking at the lights of the work vehicles slowly making progress along the route. There was a T junction with a set of lights below so that we could do a bit of car spotting as well.

As they built the motorway they eventually got to what is now the Stansted junction complete with exit ramps and the roundabout. An enterprising chap set up on the roundabout with a takeaway van selling burgers and hot dogs, quality unknown.



Because digital games hadn't been invented yet and there were only four channels on the TV, a local pastime was to drive up the new motorway, stop for a burger and chat with the other idiots who found this new idea interesting, then back down the ramp and home down the other side. Eventually, we could drive to Duxford, Cambridge and all points north but that was all we had then.

### This tale concerns a flooded carburettor.

During these exciting times, there was a period with a lot of rain which came off of the fields into the River Roding causing it to overflow quite impressively. All claims that this was caused by the road building works were hotly denied. Stopped near the traffic lights was a Vauxhall, FB series. Nice grey with a red roof.

This car started in a big puddle but, gradually, the water crept up the wheels, over the sills, up the doors to the handles, and stopped when level with the windscreen wipers. By this time the carburettor, and most of the car, was flooded. The water went down over a couple of days but the car was still there. Chatting with a neighbour, I found out who owned it and that it had run out of petrol. He was going to scrap it so offering £10 got me another car.



With a mate, we opened the doors to let the water out, found the floor bungs and drained a bit more then towed it home. Took the carpets out and distributor cap off and, after leaving the windows open for a week, we drained the oil/water mix, cleaned the points and plugs, put in fresh oil and petrol and connected a new(ish) battery. To our surprise, after a bit it started and ran and sounded fine. I found that it would go into gear and drive up and down, and stop. I was going to do the rest but someone heard it and wanted to buy it because it was the flood car, so, with a caution that we hadn't changed any other fluids at all, off it went with no guarantee.

I wasn't that bothered because I had also got hold of another Vauxhall, same body shape but a VX 4/90, the sporty version of the flood car with the go faster stripe. Didn't have either car long but they were nice cars.



And the young lady? That's another tale altogether.

**Andy Campbell**



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

*Exhibitors should contact the appropriate organisation for further information. DO NOT contact the Traditional Car Club about events organised by others. Bold text=Local/TCC shows Updated 27<sup>th</sup>*

**May 2023**

**2023**

- June 3 Breakfast Meet, The Baxters Arms, Fenwick, Doncaster from 10.30am.**
- June 4 Sunnybank Mills, Farsley (YTCC)\*
- June 4 Spring Gathering Sewerby Hall (EYTCC) <https://eventrant.com/events/EYTCC/non-members-booking/>
- June 4 Skipton Car Show <https://skiptoncarshow.co.uk/application-for-show-vehicles/>
- June 10 Messingham Show\*
- June 10 Wheelfest, Pontefract Town Centre [info@pontefractcivicsociety.org.uk](mailto:info@pontefractcivicsociety.org.uk) [https://www.facebook.com/events/823170275769937?active\\_tab=about](https://www.facebook.com/events/823170275769937?active_tab=about)
- June 10-11 Tractorfest, Newby Hall\*
- June 11 Rossington Classic Show, Miners Welfare DN11 0DU (Tickhill Lions) 07818416825 \***
- June 11 Locke Park, Barnsley (YTCC)\*
- June 11 East Coast Run (EYTCC) <https://eventrant.com/events/EYTCC/non-members-booking/>
- June 11 Yorks Rover Club Rally, Oakwell Hall, Batley 07706 979552 onepick(at)outlook.com (pre-1982)\*
- June 14 Walkeringham Classic Night from 4pm
- June 14 Around Sheffield MMOC annual rally, The Waverley, Brinsworth, Rotherham S60 5RW 4pm on.
- June 16 Humber Bridge Classics Night 5-9pm JTU (20+ years old)
- June 16-18 Balne Vintage Weekend TBC
- June 17 Car & Bike Show, The Ruddle Centre, Doncaster Road, Braithwell. Cars 25+ years old <https://www.facebook.com/Workshopfortytwo/>
- June 17-18 Brodsworth Hall (EH) Entries closed**
- June 18 Murton Park (NECPWA York)
- June 18 EYTCC at the Trolleybus Museum <https://eventrant.com/events/EYTCC/non-members-booking/>
- June 18 Castle Howard Fathers Day Rally (AG) <https://classicshows.seetickets.com/event/rh-specialist-insurance-fathers-day-motor-show/castle-howard/2451569> for online booking\*
- June 18 Mini Seven Lakes Show, Crowle (TVMOC) £3 per car, JTU, arrive before 10am. DN17 4BQ
- June 20 (Tues) Eckington Classic Show, Renishaw Hall near Chesterfield (Rotary) 3pm
- June 21 Beverley Gathering (EYTCC) <https://eventrant.com/events/EYTCC/non-members-booking/>
- June 23-25 Yorkshire Motor Sports Festival, Meltham, Holmfirth <https://www.ymssf.net/exhibit>
- June 24 Classics at the Café, Sandtoft Airfield [https://www.facebook.com/events/758894728912235/?active\\_tab=about](https://www.facebook.com/events/758894728912235/?active_tab=about)
- June 24-25 Sheffield Steam Rally
- June 24-25 Little Weighton Steam Rally
- June 25 Horbury Show
- June 25 Notton Cricket Club Classic Car Show
- July 1 Breakfast Meet, Pilgrim Fathers, Scrooby**
- July 1 Wroot classic car show – now fully booked
- July 1 Tickhill Gala
- July 1 Honley Show\*
- July 1-2 Winterton Agricultural Show
- July 1-2 Heartbeat rally

- July 2 Summer Gathering, Sewerby Hall (EYTCC) <https://eventrant.com/events/EYTCC/non-members-booking/>
- July 8 Doncaster Classic Car & Bike Show, Eco Power Stadium, Doncaster. Members sign the sheet.**
- July 9 Scampston Hall (NECPWA York)\*
- July 9 Wortley Classic Show, Wortley Hall, Sheffield S35 7DB\*
- July 9 Hornsea Classic Show, Hall Garth Park 07342 671557
- July 14 Humber Bridge Classics Night 5-9pm JTU (20+ years old)
- July 15 Gainsbro' Old Hall (LLMC)\*
- July 15-16 Ackworth Steam Rally, Ackworth Showground\*
- July 16 Crowle Show
- July 16 Newby Hall (NECPWA) online entries only <http://necpwa.org/page.php?6>
- July 16 Walton Classic Show, Wakefield\*
- July 16 Ashover Classic Rally\*
- July 16 Holmfirth Rotary Rally. Entry form from [holmfirthroaryccr@yahoo.com](mailto:holmfirthroaryccr@yahoo.com) £25
- July 23 Withernsea Gathering (EYTCC) <https://eventrant.com/events/EYTCC/non-members-booking/>
- July 23 Spenn Cricket & Bowling Club, Spenn Lane, Cleckheaton BD19 4PJ (YTCC)\*
- July 29 Breakfast Meet, The Baxters Arms, Fenwick, Doncaster from 10.30am.**
- July 29-30 Epworth Car & Bike Show, Epworth Showground [https://www.facebook.com/events/822201342100589/?active\\_tab=discussion](https://www.facebook.com/events/822201342100589/?active_tab=discussion)
- 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 <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 (12<sup>th</sup>)
- Aug 11-13 Yorkshire Wartime Experience, Hunsworth, Bradford
- Aug 12-13 Driffield Steam Fair <https://www.driffieldsteamfair.co.uk/exhibitors/cars/>
- Aug 13 Locke Park, Barnsley (YTCC)\*
- Aug 16 Classic Car Meet, Kirklees Light Railway 6-8pm £3
- Aug 19 Auckley Show**
- Aug 19-20 Lincolnshire Steam Rally
- Aug 20 Burley Classic Show\*
- Aug 20 East Yorks MMOC rally, Sewerby Hall\*
- Aug 25 Humber Bridge Classics Night 5-9pm JTU (20+ years old)
- Aug 26 Breakfast Meet, Thorne Memorial Park TBC**
- Aug 26 Pocklington (NECPWA York)
- Aug 26-28 Whitby War Weekend (OS)\*
- Aug 27 Ripon Classic Show, Ripon Racecourse (GBMS)\*
- Aug 27 Heath Common, Wakefield 07761 435000
- Aug 27 Late Summer Gathering, Sewerby Hall (EYTCC) <https://eventrant.com/events/EYTCC/non-members-booking/>
- Aug 28 Epworth Show**

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 TBC**  
 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 TBC**  
**Sept 23 Breakfast Meet, Manor Farm Barn, Oldcotes TBC**  
 Sept 23-24 NVTEC Pennine Group Rally, Lanes Farm, Ackworth\*  
 Oct 1-2 Murton Park Vintage Rally (NECPWA York) Date not confirmed  
 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

**\* = Printed entry form available on club nights**

**The Motorist** in Sherburn in Elmet hold a number of weekly events throughout the year. See their website; [www.themotorist.com](http://www.themotorist.com).

**Newark autojumble** 2023 dates; 4 Jun, 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](http://www.yeomansyearbook.org.uk)

#### **Abbreviations:**

**AG** Andrew Greenwood Shows [www.classicshows.org](http://www.classicshows.org)  
**EH** Organised by English Heritage [events.team@english-heritage.org.uk](mailto:events.team@english-heritage.org.uk) 01302 722598 / 0370 3331181  
**EYTCC** East Yorks. Thoroughbred Club, [www.eytcc.org.uk](http://www.eytcc.org.uk)  
**GBMS** [www.greatbritishmotorshows.com](http://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** Lincs Louth MC <http://www.lincslouthclassics.co.uk/>  
**LVVS** Lincolnshire Vintage Vehicle Society [www.lvvs.org.uk](http://www.lvvs.org.uk)  
**MMOC** Morris Minor Owners Club [www.mmoc.org.uk](http://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](http://www.necpwa.org)  
**NVTEC** National Vintage Tractor & Engine Club [www.penninegroup.net](http://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](http://www.sytm.co.uk)  
**TBC/TBA** To Be Confirmed/Announced  
**TCCD** Traditional Car Club of Doncaster, [www.traditionalcarclub.co.uk](http://www.traditionalcarclub.co.uk)  
**TM** Trolleybus Museum, Sandtoft [www.sandtoft.org.uk](http://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](http://www.yhvg.uk)  
**YTCC** Yorkshire Thoroughbred Car Club [www.ytcc.co.uk](http://www.ytcc.co.uk)

**Provisional Inter Car Club quiz nights 2023-24**

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

## The Ducati Pantah.

The Ducati Pantah is an Italian motorcycle with a 90° V-twin engine, produced between 1980 and 1986. (they wanted to call it an L shaped engine but V twin was too strong already)

Unlike its predecessors which were bevel-gear OHC designs, the Pantah was the first Ducati to have belt-driven camshaft motors, thus forming the vanguard of the new generation of current Ducati V-twins. First shown December 1979, the Pantah came on the market as the 1980 500SL and the last of the line, the 650SL, was sold in 1986. Successful in racing as the 600 cc TT2 and later TT1 750 cc racer, the Pantah was a lighter, shorter wheelbase

When Ducati's 1976 350 cc and 500 cc parallel twins proved to be a marketing failure, Fabio Taglioni went to work developing a replacement. The Pantah 500 was developed from the last of the GP500 racers of 1973, the Pantah and its successors have shown that, contrary to the perceived wisdom, a twin-cylinder biker can compete successfully against the fours.

The Pantah was first shown at the Milan Bike Show in December 1979. The prototype was different again to Ducati's earlier bikes: it had a trellis frame, with the suspended motor acting as a stressed member, and the swing arm pivoted on the rear of the crankcase. The single overhead camshaft was driven by toothed rubber belt and primary transmission was via Morse chain. The front disc brake was a Campagnolo Hydroconico. The Pantah's performance was impressive: 500 cc, 50 bhp @ 8500 rpm, 180 kg, 1450 mm of wheelbase, significantly better from the earlier bevel-head V twins which were too long, bulky and stable for racing. The Pantah's performance easily surpassed that of the ill-conceived 1976 parallel twins.

The 1980 Pantah 500SL had a plain bearing crankshaft and the same bore and stroke as the old 500 racer, 74 mm x 58 mm, but the head had a 60 degree included valve angle. The engines were noticeably lacking in bottom-end and mid-range torque, but they revved freely enough.

The suspension seemed less precise than earlier Ducati models, and the 35 mm front forks lacked rigidity. Some riders found the final gearing too tall, and the intake and exhaust restrictive; but when these were changed for higher flow items with lowered gearing, it gave a performance increase.

The 1981 600SL had a fairing and hydraulic clutch activation. It had an 80 mm bore and the 58 mm stroke giving 583 cc, whereas the first Pantah based racer, the 600 cc TT2 racer used 81 mm. The last of the 600SL bikes had MHR paint. The styling of the 1982 600TL proved unpopular, and the model lasted only until 1983.

In 1983 the 650SL was produced to homologate the TT1 750 racer's 61.5 mm stroke. Instead of producing a production 750, the 650SL was born with 82 mm bore and the required 61.5 mm stroke. bodywork is virtually identical to the 600 but was painted red and yellow, had a different instrument layout and some other minor changes, but it had more torque, and that was a big improvement and was considered by many as THE Pantah. The 650SL produced 63 hp at 8,500 rpm.

Cagiva took over Ducati Meccanica in 1985, and Ducati engines promptly appeared in Cagiva-badged motorcycles. The 650SL continued to be produced after the Cagiva take-over, and ended production in 1986. The Cagiva Alazzurra was a revamped Ducati Pantah.



# Yorkshire iWay Code

## Essential guide to driving in Yorkshire



Beware Yorkshire weather ahead



Butty shop



'Ow bloody much?



Flat cap shop



Snicket



Danger ferrets



Dun't get done



Easy pal



Fair t' middlin



What's tha dun ya daft apeth?



Whippits on t' road



T' seaside & slots



Dunt fall off ya wazzock



'Old tha 'orses, tha can't drive down ere



Changeable weather ahead



Chuffin' sheep on' road



Chip 'oyl



Danger now leaving Yorkshire



Back we'er tha' belongs



Loose chippings to knacker up the car



Southern drivers be careful of 'ills



Yorkshire tarts



Reight view



Bogs



Big shop



Morris dancers in't road



Way t' sunshine



T' Whitby



Up North



Proper Yorkshire 'ills ahead