

NECPWA News



20 21 No. 7

Caring for All Old Motors

Important Message **(not for e-version recipients...!)**

from The Treasurer and Membership Secretary

Members receiving printed versions of NECPWA News are requested to check the accuracy of their postcode on the delivery envelope. If it is incorrect, please contact *****, Membership Secretary (see *Who's Who* page). This is to help reduce costs: postcodes are normally machine-read and -sorted. If they are wrong, the item has to be hand-sorted, for which the Club is charged extra. **Thanks for your help.**



Editor's Effort

There is still an air of caution around, I think, and it's only to be expected. However, the last couple of months has seen the re-emergence of some support for outside rallies, and this results (I'm relieved to report) in some of the more usual types of write-up from the more usual copywriters for this edition. I've even done a share myself – having had to drive to venues in the everyday car and/or walk*, to keep filling pages. Dare I ask that some members, who haven't done so, so far, get in touch and tell us about their cars, their visits in them, moans about E10 or something else car related? It doesn't have to be as comprehensive as ***** Spyder story, or as technically detailed as *****'s or *****'s offerings...just something a bit different!

* Well, before you ask (and people often do), no, I haven't got Kirsty back and don't know when I will. I was seriously considering getting something else, looking at Marcos and TVR models. But then the head took over and the heart resumed the back seat.....It leaves me anticipating next season all the more. And the update, which came shortly after I wrote the above, is that work is progressing well at the moment, so she should be back in time for Christmas!

Communication Over a few months, I have experienced several problems with the magazine e-address (magazine@necpwa.org). As a result I have decided to change the magazine address, with the assistance of our webmaster, Dave Faulkner. From this edition until further notice, my address will be necpwamag@gmail.com. For a short period, the old address will still work, as it will be linked to the new one, but we hope that eventually it will be discarded.

Moan of the Month In the recent news, I noticed a movement to recognise and issue pardons to the so-called Metric Martyrs: you remember, those market stallers who defied the legality which had been imposed by the EU and got their wrists legally slapped for giving customers a choice of Imperial or Metric measurement for their spuds?

Now we have the freedom to measure as we wish, the one thing I'm having difficulty with is miles/kms and gallons/litres. I admit freely, that for small measurements, I can cope with metres, feet and centimetreinches (sic!), but the big ones, and consumption figures? Forget it. The question to me which would produce my most blank of looks would be "What is your car's consumption – in litres per kilometre?"

Your letters...

Hi, ****,

I have just received a VED reminder for my 1935 Morris 10. To my surprise, there is now a charge, 50 pence!

This has been kept quiet.

The Govt. tend not to mention things when they're trying to claw back lost revenue....! – Ed..

Drifffield Steam Rally

31st July & 1st August 2021

by [REDACTED]



After a non-event last year, this year a new committee was formed with the intention of making the event bigger and not just steam.

M*** and I arrived on Friday about noon. ***, in the Spitfire, me in the van, towing the caravan. It was torrential rain; just setting up got us so wet, we went home to change and get more clothes.



Saturday morning was cloudy with drizzle. Cars started arriving at 8.00am as we were still setting out the field, which made for a hectic morning.

There was not much respite during the day, then about 2.00pm, just after the parade of cars around the ring, it poured down some more, which made the entrants pack up and wanting to go.

As the public was still milling about, we had to escort the vehicles off the site. Once again, we both got soaked.



At 6.00pm, when everyone had left, we went back to the caravan to find the awning had about 30mm of water in it. A sweeping brush was used to get rid of the water. By 7.00pm it had faired up, so we got changed and had some tea.

As the road run into Driffield had been cancelled owing to Covid restrictions, we went to the bar. Again, the rain started, so after a couple of pints, we retired to bed. During the night the rain was torrential. The morning was better, just cloudy.

Sunday seemed more leisurely. Cars didn't start to arrive until 10.00am, They

included C***** in an Austin 7 van and K**** in an Austin A35 van. Because the field around the arena was so churned up with the traction engines, it was decided not to have the cars, bikes or



commercials parade around the arena.

Around 4.00pm, as everyone started leaving, the sun came out and was very warm. Once again, as the public were still on the site, we had to escort the vehicles off the field.





All in all, it was a good weekend with lots of varied stalls: plants, autojumble, food, ice cream, etc. **** bought some polishes, saying they are a lot cheaper than the shops.

Above & right: The most unusual steamer I've ever seen – a coal-powered motor cycle called Jenny! The bike is chain driven from the engine and the 'panniers' (right) contain the coal.

*It was home-built by M*** S*****, and any reader wanting more information and a demonstration of where it was made and its working should visit (at least) the following YouTube site:*

www.youtube.com/watch?v=6hUMXWNcw4

- Ed.



The plan is to make the event even bigger because there had been no run into Driffild giving the locals a free show. The public were queuing up to enter the show field, and it was estimated that about 38,000 attended.

Bamburgh Castle Concours, 2021

by **** ****

After my disappointment on receiving news of the cancellation of the excellent "Great North Classic Car Show" organised by the Aston Workshop for Saturday 3rd July 2021, I searched online for other classic car events over that weekend. By chance, I checked on the NECPWA website notice board page, and found an email about a new event planned for the same date at Bamburgh Castle in Northumberland. The author of the email and joint organiser G*** A*** was inviting club members to send him brief details of their car, and a couple of photographs



View of Bamburgh Castle Concours from curtain wall looking towards the keep.



to allow entry to this show. I dutifully sent him the requested information, but as it was less than two weeks before this planned event, I wasn't expecting to hear that I had been successful with my application. However, 24 hours later I received an email from G*** saying that my entry had been accepted, and that he would be sending me final details in a few days.

Left: View of some of the cars next to the curtain wall.



*Right: 1953 Bristol 401, owned by NECPWA members **** and ***** of Blaydon. (Prize winner)*

I must admit to a feeling of trepidation after receiving the message of acceptance a sort of "what have I let myself in for?" feeling. I wanted to attend this event at such a revered and historic venue as Bamburgh Castle, but



although in very good condition my Rover P6B isn't concours standard. No amount of cleaning, vacuuming and polishing would make it a concours standard car. The engine bay hadn't been cleaned for years, and I hadn't even looked underneath the car. However, I did set to with cleaning, polishing and vacuuming the car in the days leading up to the event. I even used glass cleaner, which I...

*1935 Armstrong Siddeley 17HP Sports Foursome, owned by NECPWA members *** and **** ***** of Sunderland.*

...had bought many years earlier and hardly used, on the windows (both outside and inside) and was amazed how much cleaner they were. I did also suffer for my efforts. In exiting the back door of the car after cleaning the inside of the back window, I inadvertently banged my head on the door

frame which resulted in a cut on top of my balding pate. By the day of the show, it had turned into an unsightly scab! But, the Rover was as clean as it had ever been. I needn't have worried though, as the judging on the day was much more relaxed than I had feared.

*Right: 1962 Vignale Fiat 750 Coupé, owned by ***** from London area. (Prize Winner)*



The “Inaugural” Bamborough Castle Classic Car Concours was held in the grounds of this historic and majestic castle on the Northumberland coast on Saturday 3rd July, 2021.

Left: 1931 Alfa Romeo Spider GS, owner unknown. (Prize Winner)

The organisers, **** and *** are experienced classic car event organisers, having been involved in various concours events in the south of

England (notably Goodwood) and Europe. They said they wanted to organise an annual concours event in the north of England, and found that Bamborough Castle was an ideal venue for such a prestigious event, as it had hosted various car club events in the past. Recent such events include the Armstrong Siddeley Owners Club, the Morgan Owners Club, and even Ford spent a few days there quite recently. (Harrison Ford that is, while shooting scenes for the latest “Indiana Jones” film!)

Due to the limited space inside the castle grounds, the maximum number of cars allowed entry was 30. However, only 14 cars were on display on the day, on the driveway and grass near the main entrance and castle keep.

*Right: 1959 Austin A105 Countryman, owned by ******, Rothbury.*

This was possibly due to the short notice of the event, a rather pessimistic weather forecast for the day of heavy, thundery showers, and two live sports events on TV – Wimbledon and England’s Euro 2020 quarter final against Ukraine.





Aston Martin 2 Litre, owner unknown.

The weather was better than forecast, and although it was overcast and misty with occasional light showers in the afternoon, it remained mostly dry and mild. The cars ranged in age of manufacture from 1931 to 2014, and there appeared to be no age limit, although any modern cars had to be high end luxury or performance cars.

Entry was free and exhibitors were allowed free entry to the castle, as well as free food and drinks from the castle's takeaway snack bar. There was much interest shown in the 1936

varied cars on display by visitors to the castle and a wedding

party. Later in the day, 17 modern Porsches joined the display at the other side of the courtyard. The 14 invited cars were judged by a member of the castle's staff, and all five section winners received a bottle of champagne and a rosette. Two of the award winners were NECPWA members: ***** from Blaydon with their 1953 Bristol 401, and *** and ***** from Sunderland with their 1935 Armstrong Siddeley 17hp Sports Foursome.

There was also an evening talk, and Q and A session with former rally drivers ***** ***** ***** ***** and ***** ***** in the King's Hall, along with a fish and chip supper, free for exhibitors. It was linked to a Lombard Rally Festival event being held on the same day at nearby Brunton Airfield near Christon Bank, and owners of the rally cars taking part were invited to drive up to Bamburgh Castle for the evening talk. However, those exhibitors not wishing to stay for the evening event could leave after 4pm.

The organisers hope and intend to make this an annual event, but it remains to be seen whether they deemed the show enough of a success to organise another one. If they do, it is worth looking out for in 2022.

Chester-le-Street Steam and Vintage Fair, 2021

by *****

This annual two day event (except for 2020 when most such events were cancelled for well reported reasons) took place over the weekend of 10th and 11th July in the grounds of Lambton Park



Right: Traction Engines on display

The Park is on the A183, just east of the A1(M) near junction 63, the Chester-le-Street junction close to this town in Co. Durham. It was organised by the Lambton Park estate, although the classic



1921 Sentinel Steam Wagon heading for the main arena with family and dog in the back.

and vintage car display was organised by the Northern Bygones Society (NBS). Entry for exhibitors was free but by entry form, available from the NBS.

It was a large event, with lots of varied and interesting transport exhibits spread out across the huge display field. The main focus was on traction engines and steam lorries, of which there were dozens, both large and small. There were also displays of commercials, tractors, motorcycles, bicycles, static engines, military vehicles, as well as classic and vintage cars. There were dozens of craft and charity stalls, catering vans selling

food and drinks and a beer tent. There was also a funfair and go-karts for the children, dog agility displays and various military re-enactment groups in period costumes representing American, British, French, German and Russian forces from the early 19th century to World War Two. All the fun of the Steam and Vintage Fair for all ages.



Above: British Army WW2 display of uniformed staff, vehicles and weapons.

Over the two days, the various vehicles were paraded around the main arena for the hundreds of visitors to see them being driven. The classic car display, numbering about 150 cars over the weekend included cars manufactured between the 1930s and 2000, and as usual the visitors showed much interest in the varied vehicles. The weather on both days was warm, sunny and dry after an overcast start, and on leaving the exhibitors and visitors were able to drive through the extensive grounds of this large estate, which many older visitors remembered as a safari park in the 1970s.

*Right: 1954 Mercedes Benz 300 Adenauer Cabriolet, owned by ***** of Low Fell, Gateshead.*



After the restrictions imposed by the coronavirus pandemic of the previous 16 months, it was a great chance to meet up with friends and fellow exhibitors at this fascinating and well organised event.



*Left: 1962 Riley 1.5, owned by NECPWA member **** * of Hartlepool.*



*Right: 1962 Ford Zodiac Mark 2, owned by NECPWA member **** * of Sunderland.*



*Left: 1970 Triumph Herald Convertible, owned by NECPWA members and regalia officers *** * **** * of Hebburn.*



*Right: 1975 MGB GT, owned by NECPWA members **** and **** * (no relation to the above) of Washington.*

Beware the Coffee Table Book

by ***** *****

“That which is written without effort is, in general, read without pleasure.” –

Dr. Samuel Johnson.

At Christmas or birthday time car enthusiasts sometimes receive large glossy books from those who are fond of them. Sometimes these are of absorbing interest, accurate, interesting and beautifully illustrated. Sometimes they aren't. It is seriously maddening to think that someone who is dear to you has spent good money on a work distinguished by inaccuracy.

Some time ago a neighbour and Alvis enthusiast, with whom I had frequently passed time talking about cars, died. His widow very kindly gave me some of the books he had collected. The collected 'Motor' road tests and the Baldwin, Georgano, Sedgewick, Laban World Guide to Automobiles I value very highly indeed. Another 'Damned Thick Square Book', (to quote Gibbon's Patron on receiving another volume of 'The Decline and Fall of the Roman Empire), not so much. This is 'The A-Z of Cars' by Hilton Holloway and Martin Buckley.

Suspicion is aroused at the mention of the Alfa Sud in the introduction, by the remark, prompted by poor build-quality and a tendency to rust, "—perhaps only in Italy would the Alfa Sud have been subject to an overwhelming political will that controlled where it was built —". This refers to a big, 1968, factory at Pomigliano d' Arco near Naples for assembly of the car, providing much needed employment in the area. But had they never heard of Linwood and the Hillman Imp? Alfa had had a plant at Pomigliano since 1933 for building aero engines. Rootes had no such history at Linwood.

The A to Z gets off well too. The first entry is 'Abarth - Fiat 500'. Each entry has a table of data on the right of the text, and on this one the very first item is 'ENGINE: Flat-twin Air-cooled 593cc'. Well, it was air cooled, However, it wasn't a flat-twin but a vertical in-line twin and it wasn't 593 cc. Abarths were subject to all sorts of modifications but the standard engine was of 689.5cc and developed 37 bhp at 5200rpm.

The basic Fiat New 500 had been introduced with a 479cc engine developing 13 bhp. Ironically, it's designer, Dante Giacosa, had to fight off a proposal by his boss Gaudenzio Bono for a flat-twin by proving that his vertical-twin would be cheaper. There was, eventually, a 594cc engine that was fitted not to Abarths but to the last Fiat 500s and the Type 126, which replaced them. As a final irony 500s actually were made with a flat-twin engine but only by Steyr-Puch of Austria who don't appear in the book. That engine grew during production from 493cc to 660cc.

The second entry is for the AC Ace and records that early cars used 'AC's elderly 2-litre overhead camshaft straight six (first seen soon after the end of the end *sic.* - The proof reading is not great either! - of the First World War). It would have been worth saying that this was a remarkable engine, which stayed in production for 44 years. It was designed by John Weller and appeared in 1919 as a 1½ litre giving 35 bhp and went on until 1963, by which time it was a 2 litre giving 103 bhp in the Ace.

Still on AC, there is an entry for the 1979 AC 3000ME. This was a pretty, mid-engined glass fibre coupe that took too long to develop for success. Needing a mention, but not getting it, is the most unusual feature, which was chain drive from the engine to the transmission.

For the Alfa Romeo 156 we are told that there are MacPherson struts for the back wheels. The whole point about a MacPherson strut is that it uses the top of the telescopic damper as a steering pivot. The 156 was a very good car but, since it did not incorporate rear wheel steering, what it had at the back were just coil-spring damper units.

The single entry for Armstrong Siddeley features the Star Sapphire, a very desirable car which I remember getting out of the way of when the last ones were used as company cars by the directors of Rolls-Royce in Bristol. The text is fine but the picture is not of a Star Sapphire but of an earlier Sapphire 346.

The next page covers the early David Brown Aston Martins and is headed in very heavy font **DB2/DB4 and DB Mk III**. This should read **DB2/DB2/4 and DB Mk III**, the DB4 was a different car altogether.

Further into the book we read that the Mini Metro helped to save the British Motor industry. Well, it didn't, did it?

Among the Fords we find a page on the old perpendicular style Popular. This is labelled 100E. That should be 103E. The significance is in the engine. Both are of 1172cc but the 103E is an enlarged version of the 933cc unit from the earlier Anglias with fixed tappets and thermo-syphon cooling. The 100E was the engine for the new flush sided Anglia and Prefect with adjustable tappets and a water pump.

The Jaguar E-Type is hailed as an exercise in cool aerodynamic theory. It was perhaps not a very successful exercise. Wind tunnel results from the Motor Industry Research Association gave the two-seater E-Type Coupe a drag coefficient of 0.44. That is slightly better than the VW Beetle's 0.46 but worse than the 850 Mini Minor at 0.42 and much worse than the Austin A40 Farina .037. The shape of the Lancia Aprilia is also claimed in the book to be aerodynamic but MIRA tested that as well to find it the worst of this group at 0.47.

The entry for the Mini Minor asserts that the boot lid could be 'folded down to double up as a luggage platform'. Mine didn't fold, it was made of steel. True, it was bottom hinged so that it could be left down to carry larger objects than could be shut in the tiny boot if you could handle the risks of the thin wire supports breaking or someone helping themselves. Early cars had hinged number plates to allow for this but as hardly anyone used the facility it soon disappeared.

On the 1997 Mercedes 'A' Class the authors seem to have been bewitched by the magic of a name. The text starts: 'Mercedes' decision to apply its engineering genius to totally new formats - - saw its ultimate realization with the A-class'. They go on to describe the double floor construction, which, in a frontal impact, provided for the engine to end up between the floors rather than entering the cabin. The result was a vehicle that had a high centre of gravity and was quickly inverted by a journalist performing the Swedish so-called Elk Test, which involves swerving to avoid a large animal. After a lot of bad publicity, changes were made to the suspension, but that a tall vehicle with a high CG will turn over more easily than a conventional car is a matter of basic physics. The text records the episode but implies that the suspension modification solved the problem. The final paragraph reads 'But the fundamentals remained. The A-class was - - the shape of future European motoring, and one of the most significant cars ever made'. When did you last see one?

Getting towards the back of the book we find that the SAAB 95 originally had a two-cylinder two-stroke engine. Actually, it had three cylinders. The book probably contains more mistakes and typos. There are, after all, 386 entries, most of which I am unfamiliar with and some I'd never even heard of. It is of course a massive task to assemble 386 sets of data and comment and take proper care over its accuracy. It is sad though to think of people buying large, expensive books assuming that they are a source of accurate information when they aren't. 'The A-Z of Cars' was published in 1999 at £25. According to the Hargreaves Lansdown inflation calculator that is £46 in 2021 money; quite an important sum. There is also the irritation of reading it yourself and tripping over frequent errors and omissions. Then again, I hope I haven't made any mistakes!

Stamfordham Classic & Sports Car Show 2021

by Ed.

Stamfordham was, once upon a time, County-famous for its annual Fair, held on the village green. It disappeared for around forty years, owing to the lack of a principal organiser, but was revived, in a very small way about ten years ago to raise funds for the church and village hall. At some point somebody suggested inviting some classic cars to attend, of which there were a few in the village and in some nearby hamlets, and thus encourage public attendance. The early gatherings had to be small and by invitation, as Stamfordham village green, a pleasant and attractive area, was just not flat and accessible enough for many exhibiting vehicles.

When the pandemic struck, Fairs and similar activities were severely curtailed, but in the summer of 2020, when a small lull arose, it was suggested that although the green was too confined for 'social distancing', the cars could be re-invited, but on the larger, flatter area of the village playing field. This happened (reported in NN 2007) and contrary to some expectations, was said to be a great success, perhaps mainly because of good weather, and people's desire to stop being locked

down for a day at least. On the back of that success, the event was repeated this year on August Bank Holiday.

*Right: 1927 Lagonda 2 Litre High Chassis, owned by member *****
*****r of Stocksfield.*



*Left: 1958 Jaguar XK150 FHC, owned by members **** * *****
***** of Hexham.*

*Right: 1969 Triumph Vitesse owned by members ***** * *****
***** of Cramlington.*



*Left: 1937 Morris 10 owned by member *****
***** (seen last month at Bellingham).*

This year, unfortunately, the weather was not so kind – not cold, but dull, with a tendency to mizzle and with an occasional, but heavier shower. Perhaps as a result, there seemed to be fewer far flung



Club members than last year, but there were several more exhibitors than in 2020, and the surprise was (I estimated) at least three times the number of visitor cars. There were the usual mobile food traders, refreshments in the cricket pavilion, and towards the end, a brass band's recital gave all a lift.

*Left above: two very smart, but unidentified Clans, and below them local member *****'s well-known 1929 Austin 7 Fabric.*



As I noted in the Woodhorn report (next), it was good to see a variety of cars not seen before, and even some slightly more exotic ones. With better weather, such an event next year could be a corker!

NECPWA at Woodhorn Museum August 2021

by Ed.

Being still *sans classique*, I have been quite anxious to get to rallies where I could go in the 'everyday', but park up fairly close to the action and not pay shed loads to get in. The first of the latest was at Woodhorn. Not having been here since 2018 - for different reasons, CV-19 not least - I was wrong-footed several times.



*Identifiable visitors above and left: Chairman's Ford van, *****'s MG B GT and Webmaster's VW .*

The journey, to begin with, involved two navigational errors and, on arrival, a change in layout, a change in paying-in booth(s) and a definite hike in entrance fees arose. The first were down to old age. The rest were to Woodhorn's reorganisation since we were last there. I notice a trend towards higher entrance fees (£7 pp.) with the sweetener of Annual Pass status for the single payment, something started by Beamish Museum several years ago.

The layout of our cars was now limited to the grassed area east of the Workshop Galleries between the Stables and the Entrance path south of the Cage Shop. This, however, was actually better than previously: 70 or so cars fitted in very nicely, with no crowding, and room for even more.



*1952 MG TD owned by member * ***** of Sunderland and unidentified and inevitable Reliant à la Trotter*



*Above: Well-presented, but un-ID'd 1975 TR6. (or *****'s? – see Low Light report below.)*

*Right: 1975 Saab 96 V4 owned by member ***** of Newcastle.*

*Left: 1959 Morris Minor 1000 Convertible owned by member ***** of Chester-le-Street.*



Despite the indifferent weather, and the pandemic is still having a cautionary effect, I think, there was a good turnout both of cars and of the public. I attended to get a flavour for this article, but retreated early in the face of cooling temperatures. Nevertheless, it was good to meet up with Club members again, such as there were there. The one main impression I had was that there were actually fewer members present than non-members, who were just travelling under Season Ticket colours.

These Tickets are clearly very popular – and why not, when non-members, at £5 per car can save £20 at least on potential entrance fees to rally sites? This is no reflection on anybody, nor a moan (just a fact!), because I for one am happy enough to see a wider variety of cars. Generally, when

photographing cars for inclusion in the magazine, I tend to do so only if I can identify the car *and* owner, which usually means members only, but I'm always happy to note any more exotic or unusual cars. As time passes, this also inevitably means the prevalence of 'modern classics', whose rise in popularity is increasing.

This was always a good show and it's to be hoped that it will go from strength to strength as we return to more 'normal' times.

*With space limitations in the magazine, all photos taken by me at this show (and others) may be viewed at www.******

NECPWA at Low Light, North Shields, 2021

by Ed.

Still lacking appropriate transport, I drove down to North Shields on 12th Sept. in the everyday car, carefully avoiding the edge of Newcastle where the Great North Run was taking place on a cloudy, but dry day. The encouragement was that at that popular waterside venue, public parking is free in many areas, particularly within short walking distance of Clifford's Fort.



*Left: 1969 Triumph TR6 owned by member ***** of Ashington.*

When I arrived, there were fewer cars than have been there in the past, but still I guessed at about forty or so, with many familiar radiators and faces. There were

several cars which were new to me, such as the resplendent cover one, and at least a couple where the car was familiar, but I think the owner had changed.

*Right: 1996 Jaguar XJ6 owned by member ***** of Newcastle.*



In situations where changes occur, I have to admit that I do not necessarily get involved in chatting to owners

about their 'new' cars, simply on the basis of time constraints and my failing ability to remember names, faces and places, without the advantage of an extra pair of hands to operate a notebook and pencil (which would introduce the added complication of trying later to decipher my own handwriting). Also, I suspect many owners had disappeared to fish 'n' chips.

This all leads up to yet another plea for members' accounts of their classic car ownership, or any particular aspect of it. You give me the info – I'll sort it!

Right L-R: 1935 Austin 7 Ruby Saloon owned by ****
 ***** of Newcastle; 1965 Morris Minor 1000 owned by member ****
 ***** of Billingham; Webmaster's VW again!



Below: 1938 MG TA owned by member *****
 ***** of Sunderland; Reliant Scimitar Se4 owned by RSSOC member
 *** *****



Having gathered what information I could, I wended my way homeward. I thought I'd return by a more direct route, as the actual GNR race had finished. I found, of course, that the aftermath (closed roads here and there) was persisting, and found myself forced to sit in 2mph nose-to-tail traffic from Cradlewell to Gosforth High Street, a slightly wearying end to a satisfactory day. The long way round via Benton would surely have been quicker than the hour-and-a-half? Ho hum.....



Left: 1981 Triumph Spitfire 1500 owned by member ****
 ***** of North Shields.

Right: Haven't seen this one for some years – member ****
 *****'s impressive 1990 Jaguar XJS.



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Mr Thompson



Five Star Review

“ The service I received was second to none. Jon was very helpful and kept me up to date via phone calls and pictures of his progress when working on the car. I would recommend the garage to anyone looking to get their car serviced, tuned or restored. ”

Mr Reed



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ADDRESS CORRECTION
Please note the corrected email address for Secretary **** on the *Who's Who* page.

Forthcoming (Planned) Events

*Edited by ******

For regular Branch events see the “Around the Branches” page of NECPWA News or online.

Many events listed below may (have to) be postponed or cancelled in view of local COVID-19 conditions. Check before attending. As of 20/09/2021 not all event adverts have been revisited and may not be up to date by publication.

2021

Oct 22-24 – F1 United States GP, Austin

~~Oct 29-31 – F1 Mexican GP, Mexico City to Nov 5-7~~

Oct 31 – End of Season Show, Ryhope Engines Museum, S&DCVSoc

Nov 4-7 – HERO RAC Rally of the Tests; Leeds to Edinburgh

Nov 5-7 – F1 ~~Brazilian GP, Sao Paulo~~; Mexican GP, Mexico City

Nov 14 – Classic Motor Show, NEC, Birmingham – online via Facebook

Nov 12-14 – F1 Brazilin GP, Sao Paulo

Nov 19-21 – F1 ~~Australian GP, Melbourne~~ alternative TBC

Dec 3-5 – F1 Saudi Arabian GP, Jeddah

Dec 4-7 – HERO Le JOG: Chester, K Lonsdale, N’castle and on ..

Dec 10-12 – F1 Abu Dhabi GP, Yas Marina

2022

Jan 23 – MG & Triumph Spares Day, Telford International Centre

Feb 2-6 – Rétromobile, Porte de Versailles, Paris

Feb 18-20 – Race Retro, Stoneleigh Park, Warwickshire

Mar 18-20 - Practical Classics Car & Restoration Show, NEC

May (tba) – 37th Yorkshire Classic Vehicle Show, Ripley Castle, Harrogate

+ + +

Around the Branches

NECPWA York Branch

SLEDMERE 2022

A proposal has been made that Sledmere 2022 should be a much smaller event for NECPWA members only with restricted numbers which, in the absence of sufficient volunteers, would enable us to continue to meet at one of our favourite venues. This was agreed. A member has already volunteered to handle entries.

THE AGM 4th November - YOUR BRANCH...GET INVOLVED!

In preparation for the post-Covid period and the AGM, a committee meeting was held recently, with only two additional interested members in attendance; the following was discussed.

- ***** is to resign as Chair at the AGM and ***** , our Webmaster, past chairman and long time branch official has retired from all duties.

- In the absence of a webmaster, the branch website is no longer being maintained. **We intend to communicate through the NECPWA main club website and also on the following social media channels: WhatsApp, Facebook and Instagram.**
- For the foreseeable future all York Branch events will now be for NECPWA members only and there may have to be small entry fees in the future.

Minutes of the meeting will be available at the next AGM or if you need to see them before, email our secretary for a copy of the notes: kathie.rudd@btconnect.com.

We desperately need additional volunteers to help with the running of York Branch and in order to secure its future. We are looking for members to organise or help at our events and we particularly need someone with a little experience of Social Media. If you feel you could help in any way please get in touch with the Chairman, or Secretary.

Source: *** ***** and the York Branch Team**

Bishop Auckland

Meet on the **Last Friday** of every month at Bishop Auckland Golf Club. Come in your old vehicle - there is a large secure car park.
Next: 29th October & 26th November.

Cleveland Branch

The Cleveland Branch does not have elected representatives but actively operates, in an unofficial capacity, holding regular meetings. The branch meets at Arcadia, Stokesley Road, Newby, Middlesbrough TS8 OAN on the **Second Thursday** of the month from 11.30am-ish! Contact: ***** as on *Who's Who* page.
Next: 14th October & 11th November.

Durham

No Branch meetings scheduled yet. Watch this space!

North Yorks

Second Wednesday of the month at 11am at the Lakeside Country Café and Otterburn Mills Outlet at Ellerton near Scorton. Good parking. Average 20-30 cars attend. Contact ***** , as on *Who's Who* page.
Next: 13th October & 10th November

Tyneside

Breakfast Meetings – from 10am
First Sunday South of Tyne: Red Fox Garden World, NE10 8YS
Next: 7th November & 12th December.

Second Sunday North of Tyne. Earsdon Garden Centre NE25 9TQ
Next: 14th November & 12th December

Third Sunday South of Tyne Daniels Farm Tea Rooms Sled Lane, Crawcrook, Wylam NE41 8JH
Next: 21st November & 19th December.

Fourth Sunday North of Tyne Newbiggin by the Sea Maritime Centre NE64 6DB.

Third Tuesday: Until May 2022, evening meeting at The Red Lion, 1 Front St, Earsdon, Whitley Bay NE25 9JU
Next: 19th October & 16th November

York

First Thursday at *The Stone Trough Inn*. Book tables and food with the pub direct, if you wish, or just come for a drink and natter. From 7.00pm.
The Stone Trough Inn, Kirkham Abbey, Whitwell on the Hill YO60 7JS
☎ 01653 618713 or
✉ eat@thestonetroughinn.com
Next: 4th November.

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AUSTIN SEVEN CENTENARY EVENT 2022

19th July - 24th July

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RESTAURANT BREAKFAST: £10.80 p.p.
RESTAURANT BREAKFAST + 3 COURSE DINNER: £28 p.p.

The online booking system will open in September 2021 - watch out for it on

Last Word on the Subject Dept.

E10: the Ethanol Effect

by Malcolm McKay, Director, Historic & Classic Vehicles Alliance

Prophets of doom are suggesting that the increase in bio-ethanol content in UK petrol is going to kill classic cars and/or set them on fire. It is a danger if you have deteriorating, incompatible components in your fuel system, but it isn't the end of the world: Brazilian historic vehicles have been running on 25% bio-ethanol since the 1970s. There are some issues, which we will discuss, but it certainly isn't as big a nightmare as some suggest.

What is the current situation?

Until recently, all pump petrol was rated 'E5' and contained up to 5% bio-ethanol (some E5 contained no ethanol). Now it is E10 and contains between 5.5% and 10% bio-ethanol. Almost all 95 octane fuel previously contained near 5%, but the situation was – and remains – different for higher octane fuels. The “up to” element varies not so much between different fuels as between different parts of the UK. For example, Jet Ultra Premium is ethanol-free except in Yorkshire, Humber, Teesside and Scotland, where it contains 5% ethanol – and the situation is almost identical for Esso Synergy Supreme+, except that it may contain ethanol in North Wales, Cornwall and Devon too. This is because in areas where demand is lower, fuel companies rely on supplies from a third party that blends up to 5% ethanol in premium grades.

What is changing and why?

The government committed to a target of 9.75% of all transport fuels coming from renewable sources by the end of 2020. Bio-ethanol is fuel made from refining plants such as sugarcane, maize, potato, cassava and hemp. Waste organic materials such as waste wood are also increasingly used. Ethanol fuel is ethyl alcohol – the same type of alcohol that we drink, and logically so, as both are extracted from plant matter. And just as excess alcohol consumption can damage our internal tubes and systems, so it can with cars.

As is often the case, USA is ahead of UK, with 10% ethanol standard since 2011. Users report few issues other than having to adjust the timing – though that is really an octane issue. If the E10 fuel is of the same octane rating as the fuel you were previously using, no adjustment should be required. It's also been in much of Europe for several years now, again with few issues reported.

It's worth noting that ethanol itself is an octane booster, even though it's currently being used in higher concentration in lower octane fuels – so removing it, as has become popular in some countries especially USA, is not necessarily going to help your engine run better. As well as the health and safety issues, removing it will lower the octane.

The Government has provided an E10 check website which is helpful for younger classic vehicles, but it's worth noting that it errs (correctly) on the side of safety. For example, all Rover

cars to the end of production are stated to be incompatible with E10 – simply because the Rover company no longer exists, so the government could not contact them to get confirmation of compatibility. However, Land-Rover does exist and confirmed that all its vehicles powered by Rover KV6 and K-series engines back to 1996 – which used identical fuel rails, O-rings and fuel line technology to Rover cars – are fully compatible. Owners of Rovers and MGs with those engines can therefore use E10 without fear.

What is the danger?

Some elastomers, plastics and composite materials used in pre-1996 car fuel systems are not compatible with petrol containing ethanol: it will gradually dissolve them. Cork, shellac, glassfibre-reinforced polyester and epoxy resins, nylon and polyurethane are on the ‘unsuitable’ list. Replacement with compatible materials is advised: paper, leather, Teflon, polyethylene and polypropylene are on the ‘OK’ list.

If any components in your fuel system are already old and deteriorating, ethanol will find them and accelerate the deterioration – to the point where you could rapidly have running problems and even leaks that could start a fire. It’s also worth noting that some fuel tank lining products used in the past to coat the inside of pin-holed fuel tanks are not compatible with ethanol and cases have been reported of these breaking down, leaking and blocking fuel lines. New lining products are available which are resistant to ethanol.

Long-term storage of ethanol petrol can lead to corrosion in metal parts of fuel systems, as the ethanol element can absorb moisture if left in the system for a long time, such as over winter, in a humid atmosphere. Historic vehicles are more susceptible to this than modern cars, as their fuel systems are vented to the atmosphere, not sealed. Additives are available to counteract this, from suppliers such as HCVA Founding Partner Classic Oils

So what can we do?

1. Avoidance

Fuels with lower ethanol content (labelled E5) are still available. The government has pledged to keep them available for five years and this dispensation is renewable, but availability will depend on demand. Fuel companies warn that if consumption falls below commercial levels they will no longer supply it. The only E5 fuels available are the higher octane ones – 97 or 99 octane – but this is not a problem as all petrol vehicles will run on them and, if properly adjusted, will run more efficiently on these fuels, counteracting to some extent their higher cost. If you shop around, the cost premium is not huge – most supermarkets stock 97 octane E5, though sometimes only at one pump.

For older engines with 9:1 compression or higher, that were originally designed for 100 octane fuel, 99 octane fuels are available – Tesco Momentum 99, Esso Synergy Supreme+ 99 and Shell V-Power 99 contain no more than 5% ethanol and Esso confirms that its 99 octane fuel is still ethanol-free except in Devon, Cornwall, North Wales, North England and Scotland. Using lower octane fuel in a 9:1 engine either requires retarding the ignition (which can lead to other issues) or the addition of an additive, which almost always works out more expensive than buying the 99 octane fuel if it can be found; some engines will accept 97 octane without complaint/adjustment, some won’t.

Additives are great for improving fuel, such as providing valve seat protection on engines with cast iron heads having soft valve seats, and for increasing octane. It’s much more difficult to make an additive to correct negative effects of something that is already in the fuel.

2. Additives

If additives are your preferred option, beware of the snake oil salesmen. Only buy from reputable businesses with an established history of serving the historic vehicle market. For example, tin pellets thrown in the petrol tank are NOT a cure-all for everything from unleaded fuel to E10.

Guy Lachlan of Classic Oils confirms that additives offering protection from the negative effects of ethanol in fuel will ONLY protect against corrosion from water absorbed by the fuel – they will not protect against the harmful effects on incompatible materials in the fuel system.

3. Conversion

Converting your classic vehicle to tolerate E10 fuel will be the best long-term option for most owners doing higher mileages. Kits will soon be available, if they're not already, for DIY conversion of popular classic vehicles and marque specialists are already well prepared to carry out conversions for you.

First, it is important to replace incompatible materials (listed above) in the fuel system: these will mostly be seals, hoses and gaskets. If you don't do this, you may experience no problems, especially if your hoses, seals etc are relatively new – but gradually they will deteriorate internally and begin to cause running problems as degraded materials are carried through the system, blocking jets etc. There is also a danger of ultimate failure of hoses and seals, causing fuel leaks.

Second, it may be necessary to re-route fuel lines away from engine hot-spots, as E10 (like most modern fuels) is more volatile than leaded petrol was and more prone to cause fuel vaporisation. This has become a major issue for some historic vehicles in the last decade. All modern vehicles have sealed fuel systems with fuel cooled by constantly circulating back to the tank, so fuel suppliers have allowed fuel volatility to increase dramatically. It is now at levels that vaporise far too easily in historic vehicles, where fuel may sit for some minutes in carburettor float chambers just above a hot exhaust pipe, when in traffic or stationary. Using E5 fuel, adding heat shields and re-routing and lagging fuel lines all help to reduce this problem.

Third, it may be necessary to enrich the mixture fractionally, as the ethanol mix burns slightly leaner – by 3.6%, so if your engine is set slightly rich already (as many are) there's no need to alter it. Add a clear plastic filter in the fuel line before the carburettors (ideally in a cool place where it will not increase vaporisation issues) and keep an eye on it, so that you will get advance warning of potential problems if rust or rubber particles are coming through from the tank and pump.

When touring, carry a spare fuel pump diaphragm and metal carburettor float(s) so that you can easily fit them at the roadside if problems arise.

Some suggest that fuel tanks should be replaced with ethanol-compatible tanks. While this would be sensible if you're replacing the tank anyway, in reality replacement is only necessary if you have a tank made of glassfibre (as in some 1960s classic cars and motorcycles) or an incompatible plastic. Corrosion will take place inside a half-empty steel fuel tank whatever the fuel used if left standing for months in a humid atmosphere – it is best to brim the tank before short-term storage and to use ethanol-free fuel if possible or at worst E5, with the anti-corrosion additive.

If you routinely store your vehicle for long periods such as over winter, fit a fuel tap between the fuel tank and the pump (if one is not already fitted). When storing the vehicle, run it with the tap switched off until all fuel in the carburettor(s) and pump is used up. This will reduce the risk of ethanol attacking rubbers in the pump and carbs, and will also avoid the hard residue left when modern fuels evaporate, which then blocks jets and requires laborious cleaning before the vehicle will run again after storage.

High ethanol experience – final comment:

“Back in 2001, I competed in the Inca Trail rally in my 1955 TR2: the rally started and finished in Rio de Janeiro, so we had a few tankfuls of Brazilian petrol containing at least 25% ethanol. I had no problems whatsoever from this fuel, then or since, though there were reports of running problems on a few of the other cars that may (or may not) have been caused by the fuel. I had fully rebuilt my car less than 10 years earlier, so all rubber parts, carburettor floats etc had been new at that time, which undoubtedly helped.”

Technical & Constructional Dept

Designing and Making a Set of Foldable Side-Screens for a 1930 HYPER

TT Replica

*by ******

PREQUEL

When I purchased my 1929-30 TT HYPER replica, way back in 1996, it came with a hood, as shown in PHOTOS 1 & 2, and a two-piece tonneau cover, but of course, no side screens. Well, on an out-and-out sports racing car, would you not expect side screens? However, being practical, this new ownership was going to motor this car as “normal”, vintage car usage and in the British north

east weather conditions, this during summer and maybe winter events and rallies, with the possible expectations of rain, hail, snow and blow, sometimes all in one day! So I deemed that side screens were going to be essential, mainly to suit my wife or the navigator, plus other passengers - especially if they were of a critical non-enthusiastic or weak disposition !

The hood frame fitted to this car is an all metal type, which presented some special problems and had to be re-welded in places, owing to some very poor joints!

The shape of the car all-alloy bodywork, the riding mechanic-type staggered seats arrangement, plus hand signal flaps, had also to be taken into my design considerations.



These “new” smart, neat and tidy side screens had to be flexible and were going to be markedly different from the normal “slab sided” metal frame type on a normal LEAF 12/40 or similar. As each of the screens was designed as a two piece arrangement with no metal frame, it was intended to have a “fold

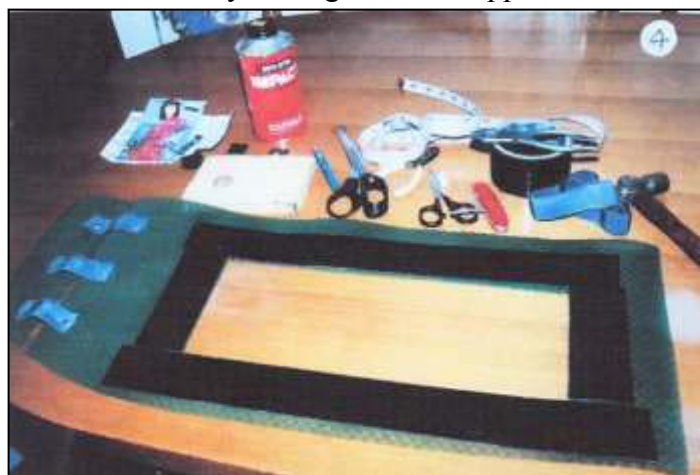


up” facility when not in use.

I also wanted them to be of light weight and double duck covered to give a modicum of workable stiffness, with some flexibility plus reasonable vision, and also be weather-proof. Therefore I envisaged a sandwich type of construction, but not using heavy stiffening internals, such as fibre board, a “greased

cardboard” material and not always waterproof and too heavy and rigid for this application.

The other problem was that that there were no arrangements for a screen frame fixing and so the new screen would have to be self-supporting and in part hung from the hood frame and the bodywork. Happily there were already a number of “lift the dot” fixings around the bodywork for the fitting of the said tonneau covers. These were all used. (See PHOTOS 1 & 2 and later comments.)



DESIGN AND CONSTRUCTION

It was decided to bulk out and stiffen the side curtains double duck fabric with a form of plastic matrix material: see PHOTO 1 shown during a sizing trial; it's only 1/16 inch thick. This material is used by farmers and horticulturalists for protection of susceptible crops from wind and to some extent frost. It is air permeable so breathes and in practice it causes only slight wind resistance. This is obtained from garden centres and hardware stores. Mine came from a specialist DIY in Durham City. Ensure that this is of the horticultural type and not builders' and plasterers' type, now used as scrim in place of hessian scrim. The latter is too thin and insufficiently rigid for our application.

This material cuts quite easily and is flexible and is very light with just the correct rigidity: see the sandwich construction in PHOTO 3, which also shows the hand signal aperture. This is shown backed up with a reinforced duck "frame", shown in PHOTO 4. Eventually it was found that an additional flap was required to fit around the aero screen scuttle wind cheating embrasure. This necessitated extra flexibility so the flap was attached with broad dress-maker's



elastic, riveted on with upholsterer's rivets, as shown in PHOTO 4. The duck aperture frame was glued in place with contact adhesive, EVOSTIK impact glue (*other makes are available!*), as was most of the

following construction. The above elastic hinge was also covered with a strip of duck material, see PHOTO 5. The above operations were again carried out on the mirror image, drivers side screen.

CONSTRUCTION

The next very important stage is also shown in PHOTO 5 where the side screen duck material is marked off with chalk, ready for cutting to size, after various measurements have been made. This will become two pieces of duck material when cut down the centre and when the signal apertures are cut out in each case. There will be four duck flaps eventually to be bent back over the inside to help trap and hold the pre prepared plastic



inner component as again shown in PHOTOS 5 & 6.

The above is carried out to both side screens O/S & N/S and the two halves are carefully glued and sandwiched together in each case with the matrix material core.

The next operation was to make two duck covered hand signal flaps, again as a sandwich of duck and matrix material. These are arranged to cover the apertures and must overlap by at least 1 inch all round. The duck covered flap top edges must then be glued onto each of the outside screens and placed and glued right up to the top edge for a depth of about 2 inches, to act as an attachment location hinge; see PHOTO 7.

All the surrounding edges of the screen and flaps are then covered with inserted rubber "U" channel of about 1/8 inch, with 5/16 inch high sides. This rubber is available from the Allied Rubber Co., as a calculated, plus spare in total length.

This is then shaped and glued into place (PHOTO 7). it is also used for the edges of the VYBAK windows, (See later and PHOTOS 8 & 9). Then each side screen should be marked off to facilitate a number of punched holes for the large press studs, (PHOTO 7 again), in my case to suit the previously mentioned tonneau cover body work studs. That is all, except the top row of four, which will clip onto the VYBAK side screen windows lower edges - see later PHOTO 10.



TRANSPARENT SIDE SCREEN WINDOW

The side screen VYBAK windows can be then cut to a slight oversize and tried in place with clips see PHOTOS 1 & 2 then measured to suit the single door and driver's side apertures, but there are a few more considerations to be incorporated.

The VYBAK screens are in my case of a different shape, the drivers (O/S) door piece is slightly larger than the passenger side(N/S)



to suit the door opening arrangements .

The VYBAK screens have five sensibly spaced press studs riveted on from the rear, as is the eyelet studs upon the corresponding lower duck covered side screens, see PHOTO 10. This rear view shows the row of the durable dot fasteners in place.

SIDE WINDOW FIXING AND CONSTRUCTION

The VYBAK screens are effectively partly suspended from the hood steel side arms via three turnbuckle screw-base stud fasteners. These must be machine screw fixed by drilling and tapping the steel side arms as in my case. If wooden side arms are used wood screws can be

used. There will also be one on each side in a suitable position on the main windscreen front cross bar, in my case a compound steel and normal wood bar construction, with the duck hood fabric material attached. Therefore each VYBAK wind screen will require three turnbuckle sockets and back plates, which



are fitted after inserting suitable holes. Then each of the back-plate tabs must also penetrate the VYBAK in four places and the tabs turned over onto the inside of the back-plate to lock, see PHOTO 10. It will also be noticed that there is on each VYBAK screen towards the upper edge, an included promontory piece of VYBAK with an inserted turnbuckle. This is to hold the screen in place and should be released when exiting via the passenger seat and door, see PHOTOS 8 & 9, before opening the door on the LH or (N/S) of the car. This could also be riveted on piece of spare VYBAK, instead of including it with

the main VYBAK screen window.

It should be realised that each side screen as mentioned above, is suspended from both hood side-arms but ably supported by the lower screen half, being press studded to the car bodywork and door, see PHOTO 12. The fold up feature of the frameless side screens are shown in PHOTO 11, so the pair of side screens can be stored flat in the boot of the car or behind the seats.



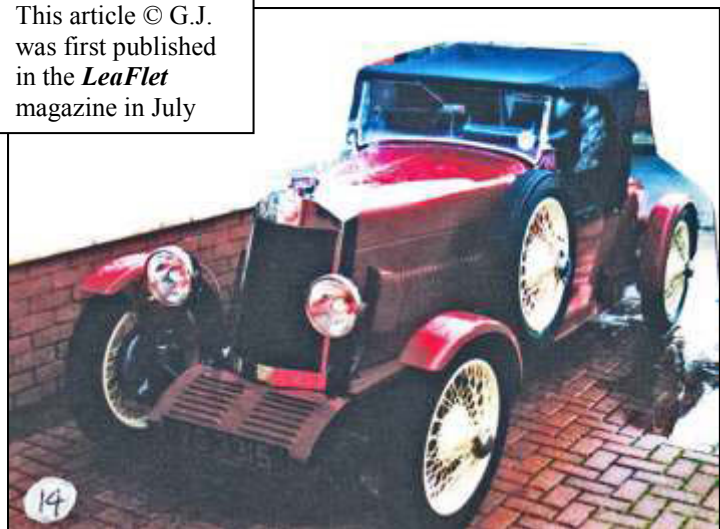
The whole of the VYBAK window edges are then inserted and then covered with the above mentioned rubber channel strip fixed by the impact adhesive EVOSTIK or similar see PHOTOS 8 & 9.

The VYBAK screens are arranged to stand proud of the lower duck covered screen, to ensure that water runs down and off the screen and not into the cars cockpit.

This article © G.J. was first published in the *LeaFlet* magazine in July

All the material used for these side screen modifications were obtained from the vintage suppliers WOOLIES or similar.

This article, I hope, will help other LF owners' ideas and may also be applied to other makes and models. When in place and well made, they look very smart indeed, and are totally practical. (See PHOTOS 12, 13 and 14.



Doug Gillanders Welcomes New Members

- 21050 ***** *Morpeth*: 1968 Riley Elf Mk3 Saloon IN.
21051 ***** *Norton*: 1934 Morris 10/6 Tourer IN.
21052 *****: 1960 Land Rover Series 2 109 Pickup UR.
21053 ***** *Earswick*: 1981 Mercedes 380SLC Coupé IN.
21054 ***** *, Co. Durham*: 1973 Triumph Stag GT UR, 2001 Triumph Trophy motorcycle IN.
21055 ***** *, Whitley Bay*: 1996 Mazda MX5 Convertible IN, 1959 Austin A35 Saloon IN.
21056 ***** *, Haydon Bridge*: 1967 Ford Mustang Fastback IN, 1957 Ford Thunderbird Convertible IN, 1956 Corvette Convertible IN.
21057 ***** *, Billingham*: 1928 Austin 7 Van IN.
21058 ** ***** *, Newcastle*: 1959 Autobianchi Panoramica Estate IN.
21059 ***** *, Cramlington*: 1969 Daimler V8 250 Saloon IN.
21060 ***** *, Morpeth*: 1997 Reliant Robin LX IN.
21061 ***** *, Durham*: 1940 Austin 16 Saloon IN.
21062 ***** *, County Durham*: 1966 MGB Roadster IN.
21063 ***** *, County Durham*: 1960 Ford Popular IN.
21064 *****: 1999 Honda Civic Hatchback IN.
21065 ***** *Holywell Village*: 1978 MGB GT Coupé IN.
21066 ***** *, Houghton-le-Spring*: 1974 Lotus +2 130/S Coupé IN Fully Rebuilt, 1967 Lotus +2 Coupé AR, 1939 Singer Roadster AR.
21067 ***** **John & Loraine Jennings**, *Scarborough*: 1959 Morris Minor Convertible IN.

Key: AW/AR = Awaiting Restoration, UR = Under Restoration, IN = In Use.

Edited by *****

NECPWA at Beamish Museum – End of Season Rally, 2021

A full report by our roving reporter, ***** , for this, the Derek Cansfield Memorial Rally, will appear with the usual selection of photos in the next edition.

As an introduction, we present a photo supplied by member ***** of Cramlington, of a rather head-turning vehicle, Peter told us: “There was a photographer there, so no doubt he will be contacting you, (*That’ll be you, ****-Ed.*) – this is the only photo I took. Forecast was for rain, which probably kept the numbers down, but the sun was out most of the day. Lots of public there, but cars were down, as you can see by the empty space to the trees”.



...and what is it? Believe it or not, it's a kitted Citroën BX!

See it at www.youtube.com/watch?v=DTd0QJ9wQkE



View of Newby Hall from the main driv

“Phew, what a scorcher!” are probably the words that best describe the weather conditions on the day this event took place. Sunny, dry and hot, with a very welcome breeze were the conditions which greeted the thousand or more visitors to this popular event in the classic car calendar. Indeed, in the 26 years since I began attending the annual Newby Hall Concours, I don’t remember many years when the weather was poor. (I hope I haven’t tempted fate for the next one!)



Above: 1926 Austin 20/4, owner unknown.



Left: Part of the display.

After a break of a year, due to you know what in 2020, the Newby Hall event returned on Sunday 18th July 2021, although in a slightly different guise, owing to the restrictions still in place when it was organised earlier in 2021 by the Bishop Auckland branch of NECPWA. The vehicle entry numbers were reduced considerably, from 1,500 to between 500 and 600, and there was no judging, so the word Concours in the event’s title was dropped. Cars were also parked as they arrived, and

there were no club or one make stands, to allow for more space between exhibits on the show field. Entry was free, but strictly by... entry form to be filled in online. There was also a closing date for entries, which was strictly adhered to, owing to the much lower number of exhibits allowed.

*Right: 1908 McLaughlin (made in Canada with a Buick engine, owner non-member ***** of Hebden*



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*Left: 1959 Jaguar Mark IX owned by member ***** of York.*

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*Right: 1952 MG TD owned by member ***** of Sunderland.*

One of the marshals at the exhibitors' entrance had a "clicker counter" and counted 475 vehicles on the day. However, I was parked next to the drive near the visitor entrance and I counted at least 20 historic and classic vehicles entering by that route, and parking themselves on the show field, so I reckon that there were more than 500 cars on display.





Above: 1964 Gordon Keeble GT (one of only 99) owner unknown.

*Right: 1970 Jensen FF Mark 2 (in Pistachio Green) owned by member *****of Crook.*

Sun glasses, anybody?



This event has become the highlight of the year for many north east based classic and historic car owners, with a wide selection of cars on display, some extremely rare, dating from 1903 to the early 1980s. The general feeling was that everyone was just glad to be there after a year without any such large events in the region. It is hoped that it can return in its more familiar format in 2022.

STOP PRESS

Truck Driver Shortage Effect: the Towing of Trailers

*Sourced by ******

We are highlighting this in case it affects younger members or their acquaintances and refers to Government legislation regarding the towing of trailers.

As older members will know, those who obtained their driving licences before 1997 could drive with a trailer within certain weight limits without additional training and test. However, if you took your driving test in the periods between 1997 and 2013, and again since 2013, the weight limits of the towing vehicle and trailer were again prescribed, and if you wished to drive over these weight limits additional training and a test were required.

By the time you read this, the law will have changed and for full details, you are recommended to read at least the following Government sites:

<https://www.gov.uk/transport/car-driving-tests>

<https://www.gov.uk/transport/driving-licence-categories>

<https://www.gov.uk/transport/towing>



On the opening of the Firth of Forth Road Bridge

(With thanks to McGonagall!)

On this day of rejoicing and general mirth
The road bridge will be declared open across the Forth's Firth.
It lies close by the rail bridge designed
by the late Sir William Arrol
And a great crowd is expected wearing their finest apparel.
All the good honest people of Scotland should give thanks in song
For the new blessing brought them by Sir William's Company now in association
with the Cleveland Bridge Company and Dorman Long.
And it will surely give everyone pleasure their relations to tell
How today they can cross the Forth not only on rail but also on Shell.



GO WELL | GO SHELL

*Old Shell advert (c.1964) sourced by ******

That's all, folks....!