



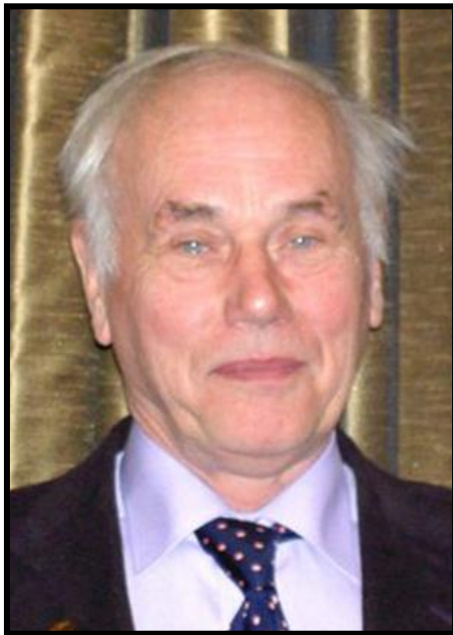
# ROLLS-ROYCE ENTHUSIASTS' CLUB

**NORTH EASTERN SECTION  
NEWSLETTER**

**April 2020**



**By 1940 there was more than a thousand Rolls-Royce in India.**



## Rogers Ramblings

In "Contact Point Comments", Rod has reported the sad news of Ian Hicks resignation as chairman of the RREC. Ian is a very long-standing member with an understanding of the club's history and reasons for its existence.

There are clearly some very dark forces at work within the board members at the Hunt house.

Did you know that in 1902 more electric cars than petrol were sold, but in 1910 none were sold. I suspect that history might just repeat itself so cherish and preserve your historic vehicles; you might just need them.

Roger,

### The Sections Website:

Do not forget: The website now has a slightly different domain name:

<http://rrec-northeast.org.uk>

### Interesting fact.

I think everyone knows that Charles Royce started his working life as an electrical engineer, but did you know that Royce developed the sparkless commutator.

More importantly he patented his improvements to the bayonet light bulb fitting, that is still used today.



### Six Club Badges.







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## DATES FOR YOUR DIARY

The third Wednesday evening meetings involve much lively talk and laughter at: **The Old Mill, Metal Bridge, Coxhoe, DH6 5NX.**

A hardcore of attendees has developed, but new faces are always welcome. These meetings are definitely not men only! Just turn up at about 7.30pm, there is no need to book. Order food and drink at the bar and ask where we are - they usually know!

**COVID-19 update.** The clubs AGM postponed, monthly meeting on March 18th at the Old Mill, along with Jim Clark's event on the 29th of March have been cancelled because of the threat of Corona virus. The below list of events will be also significantly effected.

### Events for 2020

04th April: RREC AGM and Annual Conference. **(Postponed).**

15th April: Noggin and Natter at the Old Mill Coxhoe.

10th May: Hurworth Community Centre. Hurworth Nr. Darlington.

20th May: Noggin and Natter at the Old Mill Coxhoe.

24 May. South of England Rally. Stansted.

17th June: Noggin and Natter at the Old Mill Coxhoe.

19th–21st June. Annual Rally Burghley House.

12 July: Classics at the castle, Whitton Castle, Whitton-Le-Wear.

15th July: Noggin and Natter at the Old Mill Coxhoe.

19th July NECPWA Newby Hall Rally.

1st-2nd August: RREC North of England Rally Harewood House.

19th August: Noggin and Natter at the Old Mill Coxhoe.

25th– 27th September: Solberge Hall Hotel, North Yorkshire.

21st October: Noggin and Natter at the Old Mill Coxhoe.

18th November: Noggin and Natter at the Old Mill Coxhoe.

16th December: Christmas meal at the Old Mill Coxhoe.

A list of local events that are not club associated, can be obtained by contacting:  
petercharlton1@yahoo.com



Peter Kitchen has sent me an excellent pen and ink drawing of his 25/30. The drawing was done by David the son-in-law of a frequent rally going friend of his called Lynne. David is a Middlesbrough lad although he now lives in the south. I think you will agree his work is stunning. If you would like Dave to do a drawing of your pride and joy, then Peter would be more than grateful to pass on your details to Dave.

Peter's E-mail address: **peter.r.kitching@ntlworld.com**



Progress has continued from my last report and the Phantom chassis, axles and wheels are now painted. The axles have been rebuilt with the brakes and springs etc and remounted onto the chassis. Following that the gearbox was fitted and all brake cables and rods were attached so we now have a rolling chassis.

The body and wings are well on their way getting prepped and should be ready for trial fitting to the chassis.

All is going to plan and we are pleased with the progress so far.

Nick Clark

The impressive six-cylinder 7.6 litre Phantom engine waiting on the bench. Pistons, con rods and head to be fitted. This engine has the unique six pot block. The “regular” PI engines has two separate blocks with one head.

Gleaming chassis paintwork.

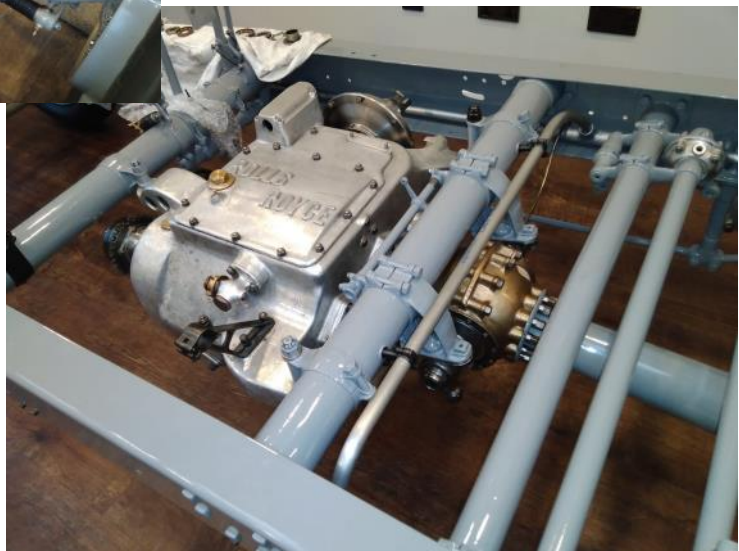
Immaculate leaf springs



## Progress report No. 2 Phantom 1 37 LC

Look at the condition of the Phantom gear box. You could eat your Sunday dinner off that.

Wow, what a sight, I look forward to see 37LC complete and running. The section will then have three Phantoms.





## CONTACT POINT COMMENTS.

We live in interesting times as the RREC appears to descend into chaos after Ian Hick resigns as Chairman on 22<sup>nd</sup> February following serious allegations of malpractice and the advice of his Doctor to resign for health reasons.

The serious allegations have been made by Mark Gregory Hardy – MGH - by way of e-mail to Section Secretaries with three attachments one of which is written in the form of a witness statement.

On the evidence provided to date, I do not believe the allegations as made.

MGH was invited to join the Board following the resignation of Knud Blaesberg – KB - as Director of Finance and Companies House records his appointment as an RREC Director with effect from 2.01.20. The appointment appears to be in order with the RREC Articles of Association – Article 27e refers – though there appears to be a question now being raised about whether those Directors consulted about the offer of MGH to assist after the resignation of KB intended that MGH be appointed as a Director.

I searched for the name of “Mark Gregory Hardy” using Google and came up with some very interesting information about him that has me wondering whether MGH is a fit and proper person to be a Director of the RREC. Check it out and reach your own conclusion.

I replied to the e-mail from MGH indicating that I felt the allegations that he was making were extremely serious and therefore needed to be evidenced with an audit trail clear enough and wide enough to be followed by a blind man on a galloping horse in order to ensure that every single one of the RREC members had a clear understanding of the merit of the allegations made.

I have had no response to my e-mail from MGH.

Allan Fogg, RREC Director shared an e-mail to Board Members with Section Secretaries and Register Registrars on 25<sup>th</sup> February making a number of points including that since the appointment of MGH there had been “8 weeks of serious and unbearable nastiness” and that some Directors including himself might consider resigning in order to avoid that nastiness.

Director resignations that reduced their numbers to less than the number to be quorate would be a disaster for the Club in that any decisions made by remaining Directors who were not quorate would be invalid.

The e-mail from Allan Fogg has been followed by one from Lindsay Robotham on 27.02.20 inviting Section Secretaries and Register Registrars to attend the Board Meeting on 2.03.20 as Observers at their own expense. TO GO, OR NOT TO GO, that is the Question.

An e-mail from Lindsay Robotham – RREC Deputy Chairman made it clear that Observers attending the meeting would be allowed to speak and contribute to the meeting.

I consulted with our Chairman and President and they both supported my attending the meeting, so the answer to the question was TO GO!

The Board Meeting was scheduled to start at 11AM so in order to ensure arrival on time I travelled down the previous evening and met up with other RREC Directors. The contribution I made in the discussions with them led to my being co-opted onto the Board and contributing to the discussions at the Board Meeting. There were between 20 and 30 Observers present at the meeting and most also contributed to the discussions.

I am an RREC Board Member until the AGM which continues to be scheduled for 4.04.20.

This outcome is something of a surprise to me but the short time available in the role has the potential to be exciting with interesting revelations to come in the fullness of time.

*Rod MacLeod.*

*Secretary, RREC NE Section.*

*March 2020*



Peter Kitchen has recently had some upholstery done on the back seat and wheel arches of his 1936 Rolls-Royce 25/30 Park Ward, by a company in Linthorpe Middlesbrough.- Howard Hindson & Son Master Upholsterers and can highly recommend them. They did not remove the seat springs and replace them with foam as seems to be common practice these days. They followed traditional methods to authenticate the original Park Ward procedures and hand stitching when necessary.

Please contact me if you would like any more information.

Peter's E-mail address: **[peter.r.kitching@ntlworld.com](mailto:peter.r.kitching@ntlworld.com)**



## AGM.

**Allerton Court  
Hotel Northal-  
lerton, Sunday  
12th. January  
2020.**



Ian Hick, Chairman of the RREC gave a very interesting presentation. After his talk he answered a lot of questions from members.

Committee member Bernie Surtees (seated on the left of the picture) stood down at the AGM. Tony Henfrey resigned during the year for family reasons.

Congratulations to the new committee members: Nick Clark, John Harrison and David Younger .



Members were glued to every word Section Chairman Roger Hall had to say.





The Ray Hornsby Memorial Trophy, is awarded by the Section Chairman to the owner of the car of the marque that likes the best. This year the award went to Mrs Margaret Wiggins for her Mark V Bentley.

The Mc Garr Trophy is awarded to the Section Member/s who have done the most for the Section during the previous year. This year the award went to Derek and Viv Moss for organising a memorable Section Weekend in September 2019.



A fantastic selection of raffle prizes that were very kindly donated by section members. The raffle raised a total of £135.00 for our section funds.



After the meeting, members enjoyed a very tasty Sunday lunch, followed by either coffee or tea.



## Every Cloud has a Silver lining. By Dave Younger

One day when I was doing general maintenance on my Silver Cloud I found the car was using engine oil. I ask the club members for advice and they said it could be the valve stem oil seals as the old ones are likely allowing oil past given the age of them. After doing some research I decided to do the work myself.



I remembered watching a program where Ed China did a similar job so the next step was getting the correct tools needed for the task in hand. After looking on Flying Spares website giving a detailed page of how to tackle the job so I ordered the parts needed.

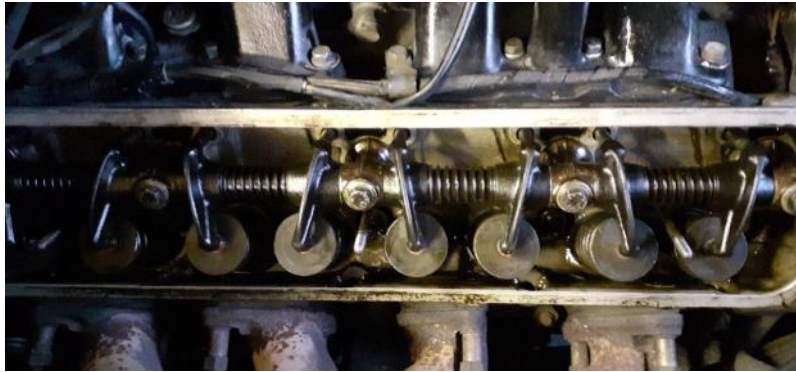
First job was looking on the internet and getting a spring compressor (pictured) but whilst doing this I thought it best to do the carburettors as well with not knowing the age of the seals and valves.



After Speaking to Allan Fishburn and discussing about the car he offered his services to replace the carburettor seals and valves. I ordered the kits and removed the carburetors and dropped them off for him to do. When Allan took them apart he found that someone had fitted wrong parts. Allan then ordered the correct parts needed and everything was fitted back together correctly. Now looking at the engine and with the carburetors in good hands it made the job a lot easier to remove rocker covers to work on the valves.



I removed front wheels to access panels to remove the spark plugs, once this was done the next step was to remove the rocker covers making sure to cover all holes around the valves in case of anything dropping down them especially the collets. Next step is removing the rockers but there is no need to remove the push rods. Next I fitted the spring compressor and compressed the spring. Then pushing the spring down and holding it there while turning the engine by hand you can feel the piston push the valve up.



Once the piston reached top of the stroke it was safe to push down again with the valve touching the piston which then releases the collets. Once the collets are removed you can then remove the spring. With them removed there is another spring which is holding the valve stem seal washer and old seal which should be removed and is no longer needed.

The new valve stem seal goes over the valve guide and after fitting the new seal I put the spring and collets back together then I repeated the process with all the valves on both sides.

I then fitted the rockers back and turned the engine by hand checking everything working correctly which I was pleased I did as the engine stopped turning and lock up.



I wasn't sure why this was happening so I gave Allan a quick call and he advised me to take the rockers off one side and try again which the engine turned no problem. On investigation I noticed one of the push rods had not seated properly in the hydraulic tappet. Once I seated it correctly, I put the rocker back and turned the engine again, this time everything went as it should (Gasp of relief).

I was pleased I turned the engine by hand and didn't use the starter motor as it could have caused damage. I fitted new gaskets to the covers then fit the spark plugs back in then put the carburetors back on. I started the engine which was a bit noisy until the collets settled in.

## FULL OF HOT WIND



The pneumatic pumps supplied with Rolls-Royce car tool kits. From left to right: The rare Dunlop foot pump supplied with the Silver Ghost. The Kismet Junior was supplied with the smaller horse power cars. The Nesthill Compact was supplied with the Phantom. Then lastly the slender hand-pump the Kinsman, was used in the later Pre and Post War Rolls-Royce and Bentley cars.





Also included in the car tool kits were pressure gauges. The Schrader “Balloon” on the left was supplied to the earlier cars. The tool also came with a straight connector and for cars destined for the continent, the gauge slide was marked in kilograms rather than pounds. The Kismet hexagonal gauge was used on the later pre-war cars. On the right of the gauges are examples of the smallest and very often missing tool from the tool box, the Schrader Universal Pump Adaptor. This clever little tool allowed a pressure reading to be taken whilst pumping the tyre. The picture shows the earlier and later designs. A word of warning, the pump adaptor has been remanufactured. The lettering on the latter has been incorrectly etched.



Nesthill made several designs of their foot pump. In the above picture shows two examples. The Nesthill “Compact” on the left fits snugly into the Rolls-Royce tool box, where the bigger “Jupiter” and incorrect pump for the Phantom, does not fit at all. I frequently see people trying to sell the “Jupiter”, saying it’s from a Rolls-Royce tool box. This is incorrect and prove to be a very expensive purchase. I have seen Nesthill pumps advertised for £1500.00.

## Coffee and Cars Sunday 19th January Wynyard Hall.

The first gathering in the year for cars and motor cycles in our area. Held in the car park of Wynyard Hall walled garden. Beautiful sunny day, but cold. Fantastic turn out of over 200 cars.



Ground was heavy, I and many others, had to be pushed out.



A strange looking beast. I was trying my best to find an original part, but failed.



Fancy organising a car and bike show in January? Then to find out it was great weather for the time of year. My feet got eventually wet and cold.





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AN ELEGANT CAR  
GHA 3                      1933 20/25  
James Young Sports Saloon, NJ 2933



The car is in a very original state although it has obviously undergone many repairs during its lifetime, having covered some 225,000 miles, and had alterations to make it comply with modern legislation. It is featured in "Those Elegant Rolls-Royce" (page 255) and Tom Clarke's "The Rolls-Royce 20/25 H.P." (pages 250/251 1<sup>st</sup> Edition). It is about two years ahead of its time in style, having a windscreen at a much greater angle than was the norm in 1933. When the car was purchased back in 1996, it had lost its rear window blind, its spare wheel cover, its tool tray, its coach builder's name plates, and ran on a Jaguar prop-shaft, but otherwise it is much as it was. I have replaced the rear window blind, the tool tray, copies of the Coachbuilders plates, and it now has a Nostalgia overdrive in place of the Jaguar prop-shaft.

"Off Test" on 24<sup>th</sup> November 1933, it was originally licensed in February 1934 in the name of Emil Adam Merckel of Chailey, Sussex, but he commissioned two Rolls-Royces at the time and obviously preferred the other, because, John Woodman, purchased it nine months later in November 1934, once James Young had completed the coachbuilding.

John used GHA3 extensively for touring Europe before World War II, some 100,000 miles, over most of the Alpine Passes, and right down the Adriatic Coast of Yugoslavia. He commented that all he ever needed in the spares department during that time was a replacement hand-brake cable, which was delivered to him in Switzerland by Rolls-Royce within 24 hours. The car was on blocks all through World War II.

After the War, GHA3 came back into service, received an engine overhaul by Rolls-Royce, which reputedly cost £250. John Woodman queried the price of the engine overhaul, saying they hadn't even looked at it, but their firm reply was that that was the figure, take it or leave it, but that the engine would be good as new once they had finished with it. Soon after, John received a telephone call from Derby asking what oil he had been using. Thinking the worst, he replied Shell Rotella, which was an early semi-detergent oil. Much to his surprise they congratulated him on having the cleanest engine they had so far dismantled at that mileage. At about the same time the car had a "touch-up" job by the local Southampton Agents, that is when I believe the Coach Builder's plates were lost. The car was used it as his "run about" often with a bale of straw sticking out of the boot, and a roof-rack.



Between 1946 and 1959, GHA3 travelled this country extensively and even did one or two more trips to Europe. John Woodman died in 1959, and his wife, who had never driven the car, decided she did not want it. So, in the Autumn of 1960 the car was sold for £250 to John Ellinghouse of Upmister, Essex, who did not keep it very long. Luckily in 1963 he sold it on to the late Gordon Blacklock of Norton, Teesside, who was well known to R-REC members in the North and elsewhere, who loved it dearly.

Gordon and his wife Margaret cherished the car for 33 years. In August 1996, Gordon having purchased a “new” car, a 1953 Silver Dawn, allowed the Woodman family to have GHA3 back.



In 2001 it was resolved to fix the bodywork during the Winter. Two and a half years later the car just managed to get her back on the road for the 2004 25 Register Suffolk Rally as a trial run for crossing America for Centenary Year. Like the mechanics, only the absolute necessary, in this case, to make the car waterproof, but once peeling back some of the aluminium there was a bit of a shock. The offside “A” pillar yielded nothing more than a handful of Rawlplugs. That bit of ash had disappeared completely. Surprisingly, the near-side pillar was all intact, but the sunshine roof tray, which was steel, was like a colander with a lot of rot around that timber frame. The four outlets from the roof tray had just been joined with Bostick to the outside skin, so, no wonder they were all leaking into the car, and the only other steel body parts, the interior of the rear wheel arches, were also full of holes or filler. Otherwise the frame was amazingly sound. We set about repairing the ash frame and replacing any steel sheeting with aluminium.



# JCT 600



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## Do not run foul of the law.



An advisory speed limit sign seen on road bends.

### Mandatory and Advisory speed limit signs.



There are two types of speed limit signs, mandatory and advisory. Mandatory signs state the maximum permitted speed for that section of road and you can be fined if you exceed that figure. Advisory only advise the speed limit based on road conditions and are not legally enforceable. You may see Advisory signs on bends etc.



Be careful when on the motorway. If the speed limit sign has a flashing amber lights then the speed is an advisory one. BUT if the limit is contained in a **RED** ring they are mandatory and enforceable. Exceeding this limit can result in a fine and points on your licence.

**MOTORWAY ADVISORY & MANDATORY SPEED LIMIT SIGNS AND SIGNALS.** Certain motorways use a system called Active Traffic Management (ATM). In these locations motorway light signals placed at the side of the carriageway or overhead. Variable speed limits that are contained in a red ring are mandatory. Other speed limit signs that have flashing amber lights are based on weather conditions and are advisory.

### Quiz Time.

- 1/. What year were Rolls-Royce Ltd. formed?
- 2/. Who was the model for the Spirit of Ecstasy?
- 3/. Who was the first Britton to die in an aviation accident?
- 4/. Where are Rolls-Royces motor cars made today?
- 5/. Who is the parent company of Bentley Motors?
- 6/. In what industry did Royce serve his apprenticeship?
- 7/. The city in which Royce established his first factory?
- 8/. What year were Bentley Motors was formed?
- 9/. Where was Charles Sykes born?
- 10/. How old was Rolls when he died?
- 11/. How old was WO Bentley when he died?
- 12/. The town where Bentley Motors started?
- 13/. How many road wheels did Royce's first car have?
- 14/. The largest car engine Rolls-Royce have produced?
- 15/. The estimated cost to buy AX201 in 2019?
- 16/. The last company WO worked for before retiring?
- 17/. What year did Rolls-Royce take over Bentley?
- 18/. What do they call the 4x4 made by Rolls-Royce?
- 19/. How many years have BMW owned Rolls-Royce?
- 20/. The number of cylinders a Bentley 3 litre have?

Answers: Page 21. (Not that you need them).

## For Sale or Wanted.

### For Sale:

20AutoVac gaskets for Sale. Pair of top gaskets £9.99, fuel switch gasket £7.99. All £2 p&p. petercharlton1@yahoo.com

HP, 20/25 and Phantom engine linkages. Offers. E-mail: petercharlton1@yahoo.com

Pre-War Rolls-Royce ammeter gauge. £275 Phone: 07906068622

20/25 Starting motor. Overhauled running well. £250. Phone: 01429 421841

Phantom Ace Wheel discs for sale. £30. Phone 01429421841

Right hand drive Phantom I Dynamo. £750. Phone: 07906163427



For Sale: 1934 Rolls-Royce 20/25  
Hooper 2 door Coupe. One off de-  
signed car, overdrive fitted. £75000  
ovno. Phone 01642551835

### Wanted:

Any WO Bentley gauges wanted any condition. Phone 01429421841

20/25 Temperature gauge complete with bulb. 07906068622

20HP Starter solenoid. 01429421841.

Any Silver Cloud combination spanner, Phone 01429421841.

Bakelite mushroom coil, and Ballast resistor holder Wanted. Phone 07906163427.

Any Rolls-Royce or Bentley toolbox tools Wanted. Email: petercharlton1@yahoo.com.

PII 20HP Radiator, must be in good condition. Phone, 07906068622

Pre-war floor mounted dip button. Phone: 01429421841.

PI Clock wanted. 01429421841.

Bentley 4 1/4 dynamo Wanted. Phone: 07906068622.

A good 20/25 Cylinder Head and Block Wanted. Phone: 01429421841.

Any unfinished project wanted, or garage cleared. Phone: 07906163427

Any RR or Bentley Bakelite electrical fittings and junction boxed. 01429 421841

### Swop.

A selection of Pre-war RR and Bentley car tools and spanners that I could swop for your spare or unwanted RR or Bentley tools. Email: petercharlton1@yahoo.com

## Newsletter Editor's Comments .

With the help of the section members, I would like to continue adding technical articles into the Newsletter. We have a wealth of talent and knowledge within the membership of the North East Section. If you could send me a picture with some associated words, it would be greatly appreciated. Any comments positive or negative, suggestions, all taken on board.

We have lots of members that own non-RR or Bentley classic cars. There is now a section in the Newsletter where that car could be featured in: members "The Other Woman",

If readers have any ideas, comments, articles, or pictures of their, "Other Woman", please contact me by e-mail on: petercharlton1@yahoo.com



## Millau to the Headland



The Millau Bridge in southern France crosses the River Tarn in the Massif Central mountains. It was designed by the British architect Lord Foster and at 300 metres it is the highest road bridge in the world, weighing 36,000 tonnes. The central pillar is higher than the famous French icon, the Eiffel Tower. The Bridge opened in December 2004 and is possibly one of the most breath taking bridges ever built.

## Members Other Woman

Crossing the Millau bridge is an absolutely fantastic experience. David drove his Daimler on a round trip from Hartlepool Headland to Eastern Spain. In doing so, he crossed the bridge.



The Millau bridge in the background.

Pictured left, David Evans Daimler parked on Hartlepool Headland.

## The Schrader Universal Pump Connection.

The **Schrader valve** was invented by August Schrader, an enterprising German-American immigrant who set up a shop dealing in rubber products in lower Manhattan at 115 John Street. In 1845, he began supplying fittings and valves for rubber products made by the Goodyear Brothers, including air pillows and life preservers. Schrader went into partnership with Christian Baecher, a brass turner and finisher. After watching divers working at a nearby jetty, Schrader sought to improve the diving helmets in use at the time. In 1849, he created a new copper diving helmet which ultimately led to him to design an air pump for the same purpose. Around 1890, after reports of English cyclists' success using pneumatic tires, August Schrader saw the need for a bicycle tire valve. By 1891, he produced the Schrader valve, his most popular invention which is still in use today. August's son, George, is generally credited with the experimental work that resulted in the valve's creation. Later in 1896, Schrader patented the tire valve cap. A valve cap is essential on a Schrader valve because if one is not fitted, dirt and water can enter the outside of the valve, potentially jamming it or contaminating the sealing surfaces and causing a leak. Rock salt and other chemical deicers used in the winter are especially damaging for the brass components in the Schrader valve. In the centre of the exterior end is a metal pin pointing along the axis of the tube; the pin's end is approximately flush with the end of the valve body. Generally, all Schrader valves used on tires have threads and bodies of a single standard size at the exterior end, so caps and tools generally are universal for the valves on all pneumatic tires on automobiles, bicycles, and even lawnmowers, hand trucks and wheelbarrows. Depressing the pin is also the method for manually relieving the pressure retained by the valve. As mentioned above, a pressure gauge, when pressed firmly onto the end of a valve, depresses the pin to open the valve so that the pressure inside can be measured.

Taken from a 1915 trade advertisement, **The Schrader Universal Pump Connection.**



After long study and many experiments to find some attachment or device that would permit quick and at the same time *accurate* pumping up of tires, we take pleasure in announcing the placing on the market a pump connection which at last satisfies us and to which we can lend our name.

**THE NAME SCHRADER** is a guarantee of quality.

The new **SCHRADER UNIVERSAL PUMP CONNECTION** is a patented device which may be attached to any and all pumps now in use for inflating automobile or motorcycle or bicycle tires. It screws on to the end of the rubber tubing of the pump, as shown in the illustration, and connects with the tire-valve by means of a simple swivel-nut. In combination with the contact with the tire-valve, is a deflating pin which permits of the pressure in the tire being taken while the pump is still attached to the tire and in operation.

The motorist pumping up a tire will thereby be saved the labor and annoyance of detaching the pump from the tire to test the degree of its inflation and of re-attaching it in case the tire is found to need more air.

The **SCHRADER UNIVERSAL PUMP CONNECTION**, as the cross-section view will show, is equipped with regular check valves so that in no way can there be any leakage when the pressure gauge is applied. It is offered for sale to the consumer at 35 cents, and extensive advertising in national and automobile magazines will be undertaken to foster and develop the brisk demand already existing.

**SCHRADER UNIVERSAL PUMP CONNECTIONS** will be in the hands of jobbers after Jan. 1, 1916. If your jobber happens not to have them in stock, please write us direct, (giving his name) and we will see that you are supplied.

**A. SCHRADER'S SON, Inc., 785-795 Atlantic Ave., Brooklyn, N. Y.**

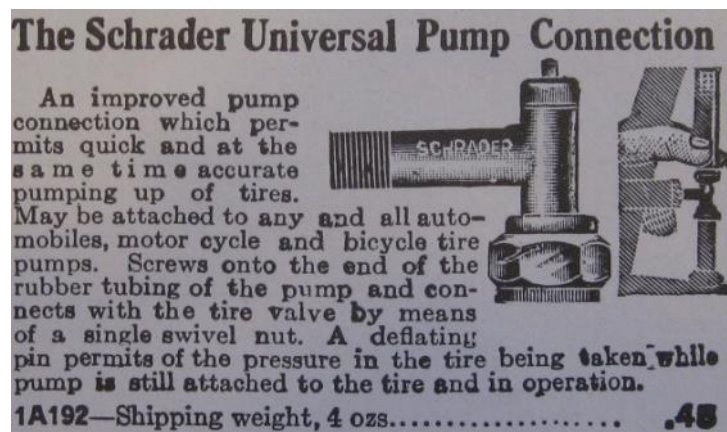
The Schrader Pump Connection was sold in America in the 1930's for 45 cents. In the UK the connector sold in Halfords for 1/6' (One shilling and six old pence). 7.5 pence. Added to Rolls Royce tool kits on the 20HP, 20/25HP and the New Phantom.



Picture detailing how the Pump connector could be attached to a pump to inflate the tyre, and also attach a pressure gauge to read the tyre pressure, while it was being inflated.



The Improved Schrader Pump Connection with hexagonal connector.



Picture showing two designs of the Schrader Pump Connection.



## Quiz Answers:

1/. 1906. 2/. Elinor Thornton. 3/. Rolls. 4/. Goodwood. 5/. BMW. 6/. Railway. 7/. Manchester. 8/. 1919. 9/. Brotton, North Yorkshire. 10/. 32. 11/. 83. 12/. Cricklewood. 13/. 4. 14/. 9 Litre V16. (Phantom development engine.) 15/. \$75 million. 16/. Armstrong Siddeley. 17/. 1931. 18/. Cullinan. 19/. 11 years (August 98). 20/. 4.



# CLASSICS *at the* CASTLE CAR SHOW & AUTO JUMBLE



WITTON CASTLE, Witton le Wear, Co Durham DL14 0DE



**DURHAM AUTOMOBILE CLUB Ltd**

**Supporting the Great North Air Ambulance**

**SUNDAY 12th JULY 2020 11am-4pm**

**CLASSES FOR CARS OF ALL AGES.**

**PRE 1950'S TO MODERN DAY INCLUSIVE**

**COMPETITION & MODIFIED CARS**

**TRACTORS & MOTORCYCLES**

**Trade Stands**



WITTON CASTLE  
COUNTRY PARK  
WITTON LE WEAR - COUNTY DURHAM

**FOR ENTRIES AND INFORMATION**

Phone Dave Younger on 07939681878 e-mail [davidyounger@sky.com](mailto:davidyounger@sky.com)  
Please send a £4 cheque before the 10th. June, made out to the  
RREC North-Eastern Section to: Dave Younger, 4 Ashgrove, Sum-  
merfields, Chester-Le-Street, Co. Durham. DH2 2XL,  
Limited places to this great event, so send your check early to  
avoid disappointment.

**NOTE: You must be in the field by 10:00.**



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## HURWORTH COMMUNITY association

*in partnership with*



### Teesside Yesteryear Motor Club



## CLASSIC CAR & MOTOR CYCLE SHOW

SUNDAY 10<sup>TH</sup> MAY 2020, 10 AM - 4 PM

T.Y.M.C. have again joined forces with Hurworth Community Association this year, in organising our annual Classic Car Show and look forward to a very happy and successful show.

**Our Bar will be open and Light Meals and Refreshments will be available.**

### Entry Details for Classic Cars & Motor Cycles

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_

POST CODE \_\_\_\_\_ TEL NO: \_\_\_\_\_

Email Address \_\_\_\_\_

VEHICLE TYPE \_\_\_\_\_ MAKE \_\_\_\_\_

MODEL \_\_\_\_\_ YEAR \_\_\_\_\_ REG.NO. \_\_\_\_\_

### DECLARATION

Each exhibitor must have appropriate road traffic act insurance for the use of his/her vehicle/s in a public area, and follow the marshal's instructions at all times during the event

**We will enter your details on our Classic Car database and send you an entry form next year. We only keep the details for the year following your entry**

**Can we contact you by Post ☐ email ☐ Tel ☐ please tick**

I HAVE READ AND AGREE TO COMPLY WITH THE ABOVE CONDITIONS.

Signed \_\_\_\_\_ Date \_\_\_\_\_

HCA is a Charity please donate £5 and enter our raffle to help cover our administration costs. Please return completed forms together with a **S.A.E. by 24<sup>th</sup> April** to give us time to send your special entry card, which will give free entry to two adults and two children

Send to: - HURWORTH GRANGE COMMUNITY ASSOCIATION, HURWORTH GRANGE, 41  
HURWORTH ROAD, HURWORTH PLACE, DARLINGTON DL2 2BN

Website [www.hurworthgrange.co.uk](http://www.hurworthgrange.co.uk) Tel.01325 720840, email [hurworthgrange@hotmail.co.uk](mailto:hurworthgrange@hotmail.co.uk)  
Registered Charity Number 520829

Source TYMC

**If you would like to DONATE by BACS or similar, Bank Name: Barclays, Sort Code: 20-25-29, Account No: 40502456,  
Account Name: Hurworth Community Association  
Please mark your payment reference Classic Car or CC**



# NECPWA NEWBY HALL CONCOURS VEHICLE ENTRY FORM 2020

Name .....

Address .....

Postcode .....

Tel No. .... E-mail: .....

**VEHICLE DETAILS:** Make ..... Model .....

Year New ..... Engine HP / cc ..... Reg. No: .....

**NECPWA CLUB MEMBER YES/NO** - Membership No. ....

## **INDIVIDUAL ENTRY** (please circle the class entered)

Class A VETERAN (up to 31/12/1918)

Class B VINTAGE (1/1/19 - 31/12/1930)

Class C AUSTIN 7'S

Class D POST VINTAGE (1/1/1931 - 31/12/1939)

Class E POST WAR (1/1/1940 - 31/12/1958)

Class F POST WAR (1/1/1959 - 31/12/1966)

Class G (1/1/1967 - 31/12/1979)

Class H AUSTIN'S (1/1/1931 - 31/12/1979)

Class I FORD (1/1/1931 - 31/12/1979)

Class J MORRIS (1/1/1931 - 31/12/1979)

Class M MG'S (up to 31/12/1979)

Class P MILITARY & COMMERCIAL (up to 31/12/1979)

Class U MOTOR CYCLES (up to 31/12/1979)

**FUTURE CLASSICS ENTRY** Class FC (1st 50 NECPWA Club Members Only) (1/1/1980 - 31/12/1999)

**VEHICLE JUDGING** Do you want your vehicle to be judged YES/NO

**CLUB/ONE MAKE STAND ENTRY** Club/One Make Name .....

## **MARSHALLS AND JUDGES**

Would you be willing to help with set-up on Sat. YES/NO

Would you be willing to act as a Marshall for 2 hours on Sunday YES/NO

Would you be willing to judge a class of vehicle YES/NO Class .....

**PAYMENT BY BANK TRANSFER** YES/NO

A/C Name NECPWA A/C No 30652296 Sort Code 20-09-44

Check List: Completed Entry Form ☐, Cheque Made Payable to NECPWA ☐, 9" x 6" S.A.E. ☐.

I confirm that I have read this form and have the appropriate third party insurance.

Signed: ..... Date: .....

Detach slip here for records .....

**NECPWA Newby Hall Concours Vehicle Entry 19th July 2020**

Date entered: .....

Contact Details: Les Thurgood Email: [ian.thurgood@btinternet.com](mailto:ian.thurgood@btinternet.com) Mobile: 07778 319546