



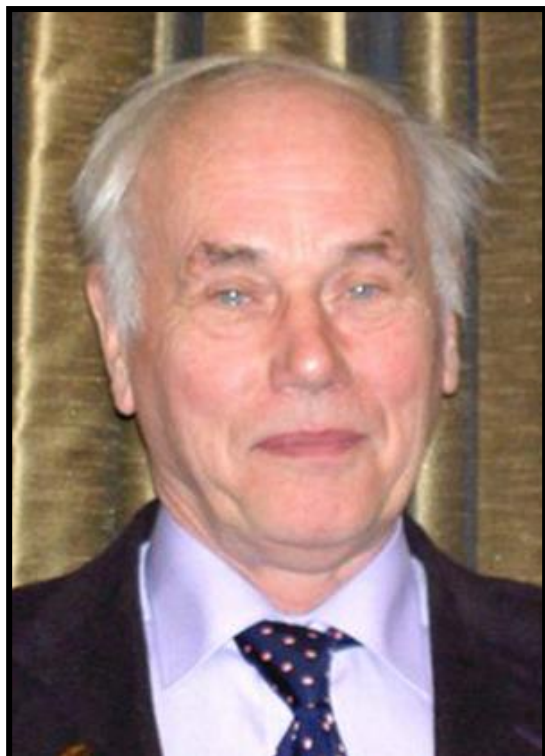
ROLLS-ROYCE ENTHUSIASTS' CLUB

NORTH EASTERN SECTION NEWSLETTER April 2018



Rogers Ramblings

Beware if you have a car registration number that has the last letter as an 'O' (letter) then the DVLA can confuse it with the



number '0' (zero). This caused a difficult confrontation with the traffic police. I see in the Sunday papers that the average speed of cars in cities has dropped from 18.1mph to 17.2mph in 3 years.

The comment was that with electric fuel duty at zero and increasing congestion some form of road usage tax was inevitable.

How does this affect historic vehicles? We are not internet enabled. We are custodians of a past age of motoring. I expect trouble.

Happy motoring..... while it lasts.

Roger, March 2018



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DATES FOR YOUR DIARY

The *Noggin and Natter evenings* on the first Wednesday of each month are now taking place at the **Crathorne Arms, Crathorne, TS15 0BA**, just off the A19 near Yarm. A busy pub, but within easy reach of most of us. Bar food is available for those who want it. It is a very select gathering at present, so why not come along and swell the numbers!

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!

The AGM location, date, time, Agenda and supporting papers will be forwarded to section members in accordance with the RREC Rules for Sections AGM timetable.

Events for 2018

7/8 April	Club Conference and AGM
18 April	The Old Mill, Metal Bridge
22 April	Drive-it-Day - no details of any Section organised event
22 April	Mark Woodward; Ripon Spring Classic Car Show. Ripon Race Course *
29 May	Bishop Auckland. The mayor Vehicle show, town centre.*
8 May	Wellington Inn, Wolviston. *
13 May	Hurworth Village Fate*
16 May	The Old Mill, Metal Bridge
20 May	Darlington Railway Museum. *
28 May	Mark Woodward; Yorkshire Classic Vehicle Show - Ripley Castle *
3 June	Blackhall community association, Hessleden Road. *
9 June	Ingleton Booking Required 12am to 4 pm.*
10 June	Wynyard Hall Rose Garden
16 June	Stokesley Rotary Club; Classics on Show *
16 June	Rockcliff Hall Showcase La Grande Automobile *
20 June	The Old Mill, Metal Bridge
16/17 June	Rockcliffe Hall JPC Motor Sport Event.*
22/24 June	Annual Rally, Burghley House, Stamford
1 July	MGOC; Classic Vehicle Rally Tyndale Park, Corbridge *
8 July	Ferryhill. Sports field Mainsforth. *
15 July	NECPWA; Newby Hall Rally *
18 July	The Old Mill, Metal Bridge
28 July	Chilton Primary school.*
29 July	Ripon Old Cars; Classic Gathering - Ripon Race Course *
4/5 August tbc	North of England Rally, Harewood House
15 August	The Old Mill, Metal Bridge
26 August	Mark Woodward; Ripon Summer Classic Car Show Ripon Race Course *
26 August	Swainby Classic Car Show + Barry Dodds BBQ*
16 September	Greatham Sports field. *
19 September	The Old Mill, Metal Bridge
22 September	Wynyard Hall JPC Motor Sports Event*
23 September	NECPWA; Beamish Rally *
28/30 September	Section Weekend Event
14 October	Wynyard Rose Garden.*
17 October	The Old Mill, Metal Bridge
21 November	The Old Mill, Metal Bridge
19 December	The Old Mill, Metal Bridge, (Christmas Dinner tbc)

* These are not RREC events but are open to all marques, and are also open to the general public, and are commercially organised, usually in order to raise funds for charity. If you are interested in attending any of these events, please contact a member of the committee to find out whether there will be a Section presence. If not, entry forms can be found on the relevant organisers' website.

Contact Point Comments

The only event held since the AGM on 14th January 2018 was the traditional event of a lunchtime gathering to mark the start of another year of activities attended by 34 people coming from near and far which is reported elsewhere in this Newsletter.

This leaves only the weather to comment about – and what weather !



It has been amusing to listen to the media and chattering classes working up an almost frenzied hysteria around the prospect of a snowflake falling on London. Clearly, the South West and Wales have had difficulties as have many places north of London including Scotland

Here in the North East the A1 north of Morpeth was closed with windblown snow creating drifts allegedly 8 feet deep and all other roads to Scotland were also blocked. The branch of the Supermarket chain I use is supplied with fresh fruit and vegetables from a depot in Livingstone in Scotland which meant no deliveries were made and the weekly shop was met with empty shelves and limited choice.

Snow ploughs soon had the A1 cleared, though driving conditions continued to be hazardous. It was interesting to hear on the television news that snow ploughs had been deployed on the M62 cross-Pennine route.

I lived in West Yorkshire when the M62 was being built and much ado was made of the claim that this brand new cross-Pennine artery would always be free of snow because it had been designed in a manner that would ensure that the winds would blow the snow off the road.

Does that mean that the winds of today are different from those of that time?

Happy days, so onward and upward with the prospect of more snow for Easter.

Rod MacLeod, Secretary, 27.03.18

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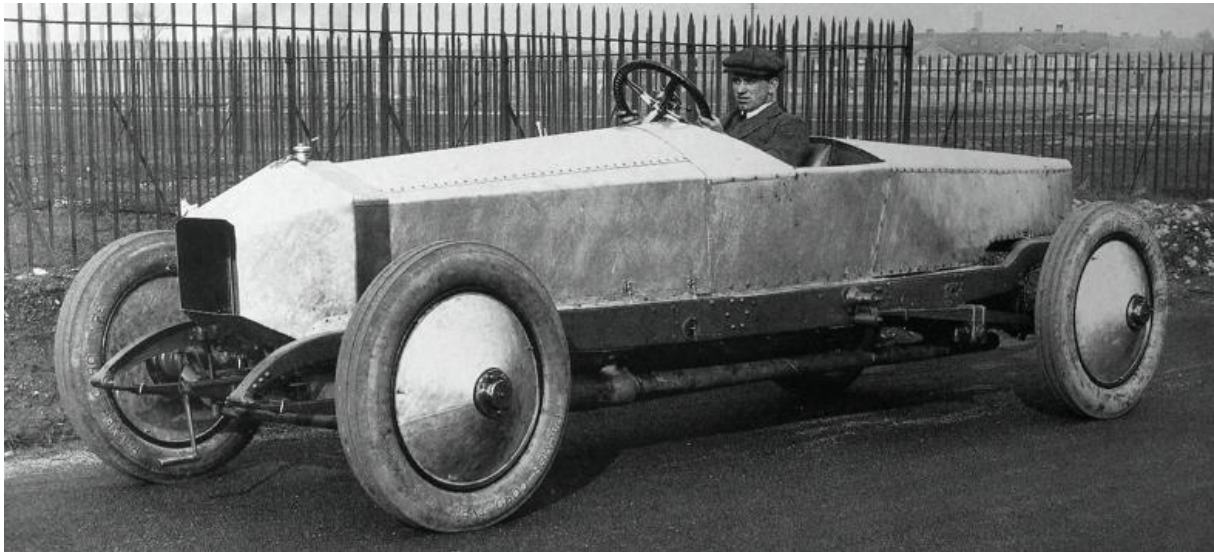
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The Sluggard



A very big pat on the back for John Harrison. John does an excellent job maintaining and updating the North Eastern Sections Web site. The site gets thousands of hits and is read around the world. Long Beach California being one such place. Following on from the article that was printed in the last Newsletter. I have received an Email From Dr. David Morrison of Long Beach California, that I would like to share with everyone:

“I have been Vintage Racing BOSS racecars (Indy cars, Champ cars, Formula cars) for nearly 20 years. I have been collecting Rolls-Royce and Bentley Motorcars (including eleven Silver Ghosts) for over 30 years. About 10 years ago I decided I wanted to do something to join the Silver Ghost part of my hobby with my racing hobby. Reading about 1701 inspired me to consider reproducing this car. I understood that chassis 1701 was still in existence but with a current value of \$3,000,000 to \$5,000,000 in its' present configuration. I doubt seriously that the current or any future owner would strip off the beautiful LE body and put on a copy of the 1911 Factory racing body.

With that in mind I searched for an appropriate chassis with which to recreate the Factory speed car. I had in my collection a 1919 Silver Ghost Alpine Eagle chassis, 53LE, with an original high-compression engine and an original high ratio rear end.

Although it was a 1919 chassis its' being an Alpine Eagle made it the perfect starting point for an authentic Rolls-Royce speed car. Using 53LE as a starting point I have recreated the "Sluggard" in the guise of the "Brooklands" Ghost.

I plan to introduce the car at a few selected Concourse or other premier events and then Vintage race it at the Goodwood Festival of Speed and the Good Revival in the U.K. and then in the United States.

I realize that this is a recreation, however as the original chassis will never again be clothed in a body such as this I believe this is the best chance for Rolls-Royce and race car enthusiasts have to ever see what the Sluggard was and what the Rolls-Royce company was capable of doing to improve the breed.”



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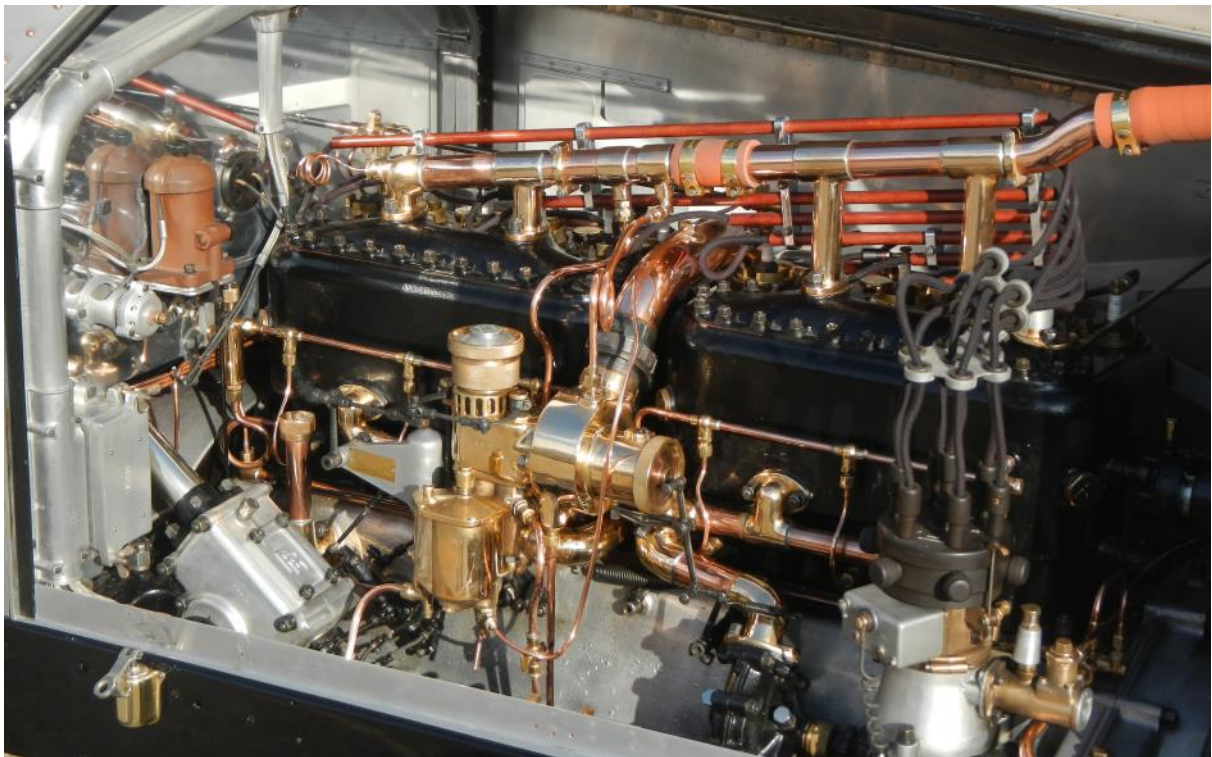
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53 LE Now with Streamline Body with high ratio Rear Axle



Silver Ghost Alpine Eagle High Compression Engine

Merlin, Griffon and the Non-Supercharged Meteor.

Designed by Rolls Royce, initially built by Rolls Royce, production of the engines was later shared by numerous British and American companies.



The Rolls-Royce Merlin is a liquid cooled V12 piston engine of 27 litres (1,650 cubic inch) capacity. The first of the series of Rolls Royce designed Merlin engines were initially designed using an evaporative cooling system. The engine first ran in 1933, known as the PV12. The series of engine was later called the Merlin following the company convention of naming its piston aero engines after birds of prey. The engine produced 740 HP. After several modifications and design changes, the engine's power was increased to staggering 2,070 HP at 3,000 rpm. Most of the Merlin's technical improvements resulted from more efficient superchargers that were designed by Stanley Hooker and the introduction of aviation fuel with increased octane ratings. Numerous detail changes were made internally and externally to the engine to withstand increased power ratings and to incorporate advances in engineering practices. One of the most successful aircraft engines of the World War II era, some fifty marks of Merlin were manufactured. Production of the Rolls-Royce Merlin was driven by the forethought and determination of the Chairman of Rolls Royce, Sir Ernest Hives. Hives started his working life as a test driver for Rolls Royce. He was the one who achieved a rolling 101.3 MPH in the "The Sluggard", in 1911. The engine was built by Rolls-Royce in their Derby and Crewe factories and a "shadow" factory in Glasgow.



As well as Rolls Royce, the engine was built by Ford at their Trafford Park factory near Manchester. As the Merlin production was considered to be so important to the war effort, an alternative production line outside the UK was found. In July 1940 the Packard Motor Company was selected to take on the Merlin production. The total Merlin production by Packard was 55,523 units. In total, approximately 168,000 Merlin engines were produced. The Meteor a non-supercharged version of the Merlin used a larger proportion of steel and iron components started production in 1941. The engine was produced for use in military applications. In turn the smaller Meteorite was developed. In 1943, development and production of the Meteor was handed over to the Rover company and Morris at Coventry. In 1964 the production of the engine stopped. Spares production was handed back to Rolls Royce diesel engine division, that company was later taken over by Perkins UK in the 1980s. Perkins was taken over by Caterpillar in 1997.

Design work for the 37 liters 2,220 HP Rolls Royce Griffon engine started in 1938, production was delayed to the early 40's. This larger capacity engine was developed for military use, with most variants being designed and built for aircraft and military transport aircraft. Production ceased in 1956, after 8108 units were produced.

Peter Charlton 2018



Do not run foul of the Law.
Car Insurance.

Continuous Insurance Enforcement (CIE) regulations

As of June 2011, all vehicles registered in the UK must now be continuously insured. The only exception to this rule is when the owner has guaranteed that the vehicle never goes on the road by sending a completed Statutory Off Road Notification (SORN) to the Driver and Vehicle Licensing Association (DVLA). Basically, if you are not using your vehicle, and you can keep it off the public highway, you should fill in a SORN. If you are using it, it must be insured at all times. Failure to abide by CIE could result in a court prosecution and a penalty of between £100 and £1,000, while your vehicle could also be wheel-clamped, impounded, or even destroyed.

Pizza delivery

Considering delivering Pizzas in the Bentley to get a bit of extra cash????? Be careful it is illegal to drive any vehicle without the correct type of insurance. It is illegal to deliver Pizzas using your vehicle, if you only have social and domestic insurance. You will be classed as not having insurance, you will go to court, receive a big fine and 6-8 plenty

Noisy Tappets on Pre-War cars

A simple adjustment of the gap between the valve and the rocker arm may be all it takes to stop that annoying tappet tapping noise. Take advice from your hand book on the correct tappet clearance. Remove rocker cover. The valve tappets are provided with adjustable heads and lock nuts. With the engine cold and the valve roller on the base of the cam, slacken the lock nut and adjust the gap using a feeler gauge between the valve stem and rocker. To ensure the cam roller is away from the cam is best done by rotating the engine until valve has opened then closed, then rotate engine a further half turn of the engine. Tappet adjustment should be done every at least every 2000 miles.

Feeler gauge between the valve and rocker arm.



As can be see in the picture there is wear on rocker arm. The case hardening has warn away. Arm needs to be replaced.

If the tappet noise persists after the adjustment, it may be down to two reasons. Worn rocker arm and/or wear on the pin holding the cam roller. Not a lot can be done if the rocker arm is worn, apart from replacement. If the wear is on the cam roller then a low-cost solution is available, by replacing the roller and pin.



Using fingers to check to see if there is any wear between the roller and pin.

Remove engine side plates and rocker shaft. Pull out pushrods. The cam roller can now be removed, this can be a fiddly job because of the tight clearance between casting and cam follower. Once the cam follower is on the bench, the roller and pin can be checked for wear, if there is movement between roller and pin then that indicates wear and the pin needs to be replaced. Nick Clark has the perfect tool to do this job. Tap out old pin and replace pin and roller with new. Inspect the cam follower spring, they often suffer from corrosion, get weak or even break. If in doubt, replace.



Nick tapping out the pin holding the cam roller in place. Remember: The roller also wears, so don't just replace the pin, replace both pin and roller.



A completed Yoke with new pin holding in the new roller.



Left to right. Yoke, cam roller, roller pin. Nick's pin removal tools.

Reassemble parts and then check all tappet clearances. Hopefully you will now have a quiet engine.



Members enjoying the complementary Champagne



Top: Silver Ghost.
Right: Bentley 3 Litre



The 2018 RREC Annual Book Launch at Goodwood House, March 2018.





Pauline next to the Van Dyke portrait of Charles I



A Beautiful PIII outside Goodwood House



Quartet supplying the evenings music in the foreground. An exceptional Cornish in the back ground



A back drop of Goodwood House with a few old cars in the foreground



Members Cars: “The Other Woman”.



Nick Clark's Austin Heavy 12

1927 Windsor Saloon 1861 cc 4 Cylinders.

Nick found the car in 2014. The car had been stored in a garage for 51 years. Wooden wheels, the leather trim is in excellent and original condition. This may be due to been kept in a dark garage for so long.

Many members own very interesting non Rolls-Royce or Bentley cars. If any member has an equally interesting, “Other Car”, then please send me a picture or two and a short history about the car to: petercharlton1@yahoo.com

Lunch at the Honest Lawyer – Sunday 18 March

Despite the atrocious weather, thirty four members and friends met at the Honest Lawyer Hotel at Croxdale, south of Durham, for a start of season lunch, on Sunday 18 March. It had been snowing all night, and there were snow showers all day, yet this did not deter members who travelled from north of Newcastle and from as far south as Boroughbridge. There was only one casualty due to snow, and that was John Harrison who was snowed in owing to snow blowing off the fields, and blocking his road out. As usual it was a noisy party, and from that I always assume that people are enjoying themselves, either that or their hearing aids are not working! There was a good mixture of attendees, including our chairman elect, Ian Hick and his lady, Wendy. Also members old and new, one at least a member of over fifty years, and others of just seventy seven days. The hotel staff were very efficient and the lunch, which was excellent, was served promptly and without any delays.

Martin Vinson



For Sale or Wanted.

For Sale:

Bentley 4 1/4 Dynamo. Overhauled running well. £350. Phone: 01429 421841

Phantom II Dynamo. £750. Phone: 07906163427

Pre-War Rolls Royce oil pressure gauge. £175 Phone: 07906068622

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

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

Wanted:

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

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

Any Rolls Royce or Bentley tool box tool Wanted. Email: petercharlton1@yahoo.com.

An areal for a, 2000 Bentley Arnage Wanted. Phone: 07906068622.

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

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

Free to a good home.

Old copies of the Bulletin. Free to a good home. Phone: 07906163427

Have you anything to sell, swop, or give away? Do you need any Rolls Royce or Bentley part, then advertise in: "For Sale or Wanted". Contact Peter on petercharlton1@yahoo.com

Newsletter Editor's Comments .

With the help of the members, I would like to continue adding technical articles into the News Letter. We have a wealth of talent and knowledge within the membership of the North-East section.

We have lots of members that own non-RR or Bentley classic cars. There is now a section in the News Letter where that car can 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

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