



ROLLS-ROYCE ENTHUSIASTS' CLUB

**NORTH EASTERN SECTION
NEWSLETTER**

April 2019



ANNIVERSARY

1969 to 2019

This year the North East Section of
the Rolls-Royce Enthusiasts Club is
celebrating its 50th. year.

The 50th. Year Anniversary of the section.

Our section was formed in 1969 and has been in existence for 50 years this year.

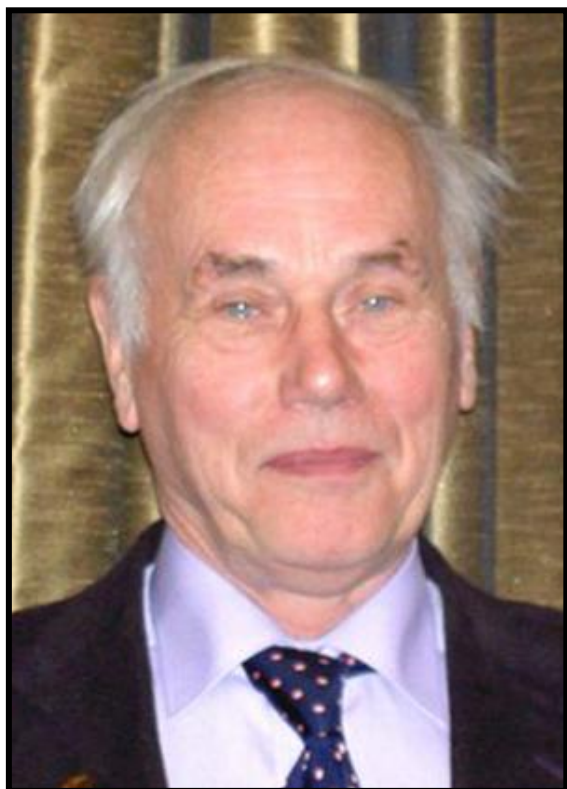
Back in 1969 the Rolls-Royce Enthusiasts' Club had only 1200 paid up members.

One of the first mentions of the section was written by the club secretary, Lt. Col. E.B. Barrass OBE.

He wrote in Bulletin No.50, 1968 the following:

“On the subject of Sections, I hope in the next issue to list them all as by then we may well have the membership list in print, which will make it much easier for people to contact each other, as it is being produced territorially. Peter Knighton of Whickham near Newcastle on Tyne, who owns two PII's and a PI chassis, is prepared to have a stab at getting something going in the north-east next year. Meanwhile he is busily getting married and wants to get sorted out first.”

Rogers Ramblings



I have just read the email 'message from the chairman'

This is the first good news I have received from The Hunt House for many years. If the RREC can now start operating as a well-run small business responsible to its members that would be great.

Well done Ian for making a start by recognising the problems.

Roger,

March 2019



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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!

Events for 2019 In addition, the Section meets once a month on an informal basis at the Old Mill Inn, Metalbridge on the third Wednesday of each month at 7.30PM where all are welcome.

THE EVENTS.

6/7 April	RREC Club AGM and Conference – RM.
28 April	Drive-it Day – Wynyard Hall Rose Garden.
10 May	Tennants Auction House, Leyburn – JMV.
12 May	Hurworth Village Fete – AF.
27 May	Russ Swift Fig Hall Show, Leyburn – AF.
2 June	Thorp Perrow, Bedale (Joint with Yorkshire Section)
12 June	Carrosserie Coach Works, Barnard Castle - AF
21/23 June	RREC Annual Rally, Burghley House, Stamford – RREC.
14 July	Newby Hall– BS.
3 August	Croft Nostalgia Weekend – AF.
4 August	RREC North of England Rally, Harewood House - JC
25 August	Swainsby Classic Car Show - AF
6/8 September	Section Weekend Event – Eshott Hall Northumbria.
29 September	NECPWA - Derek Cansfield Memorial Rally,
Beamish Museum	BS.
8/10 November	NEC Classic Car Show – JC.
14 December	RREC NE Section Christmas Dinner, The Old Mill.

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

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CONTACT POINT COMMENTS.



I watch RFU games played with the oval ball with great interest and the referee is often heard to call to the team in possession "USE IT" and if they do not, they lose that possession. It was that thought in mind that around two weeks ago I approached my 1954 car which had been standing for the best part of six months with a degree of trepidation about whether it would start or not. I wanted to give the car a short road run before

the first event of the season.

The car fired up immediately and a road run was successfully undertaken without any issues arising. I guess that outcome is in part due to the car having no electronic gizmos to drain the battery whilst standing.

The first event of the season was a road run to Hawes for a lunch at the Simonstone Hall where a plaque now marks the spot in the bar where Jeremy Clarke committed the indiscretion which resulted in his dismissal by the BBC. Attendance by me meant a round trip of around 160 miles and the car performed faultlessly and arguably with a better performance as the distance travelled increased.

A number of attendees came in cars of the marque several did not no doubt in some cases for very good reason but if cars are not used and left to stand they will deteriorate and then require perhaps significant expenditure to restore to a roadworthy state. An observation that perhaps brings to the fore the phrase of "Use it or Lose it"!!

*Rod MacLeod.
Secretary, RREC NE Section,
March 2019.*

Eight of The Best Phantoms?

1/. Starting with Fred Astaire's 1927 Hooper PI. 2/. Sir Malcolm Campbell's 1933 PII.
3/. Montgomery's PIII. 4/. The Aga Khan's PIV. 5/. John Lennon's colourful PV.
6/. The Queen's State Limousine PVI.



7/. The first Goodwood Phantom made under BMW ownership, the PVII.

8/. The latest £350000 Phantom, the PVIII.



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Fifty-Five years membership of the RREC



Gordon has always been an active member of the Roll-Royce Enthusiasts' Club, Below is an article he produced for the Bulletin in 1968. “From Stockton-on-Tees, Gordon Blacklock wrote to say how satisfied he was with the work of Woodall Nicholson Ltd of Wagle Works, Well Lane, Halifax, Yorks. They have done much work on Silver Ghosts and other early models and have a good supply of suitable materials. Also enclosed was a detailed list of the tools supplied with the 20/25 chassis. This has gone to Nigel Hughes, so please write to him and not to me. “

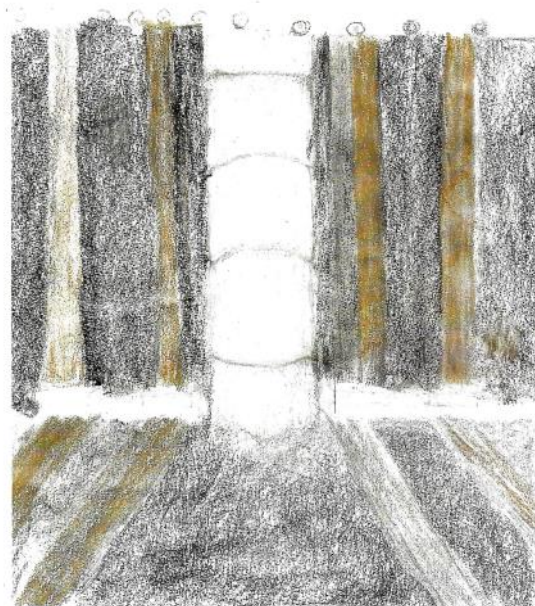
This year Gordon Blacklock will be celebrating fifty-five years as a member of the RREC. When Gordon joined in 1964, the membership fee was only £1. He is in an exclusive Club of 77 life members. (That means, people who have been members for over 50 years). He is the 25th longest serving member. (As of January 2019). In 1969 The RREC North East Section was formed. Although Gordon was not on the committee, he was a very active member. In 1978 Richard Harrison along with help from Gordon produced the first ever North East Section Newsletter. In the same year he became Section Secretary, keeping that post for 8 years. In 1986 Gordon after a brief spell of being Chairman, he then became the President of the section.

What is most interesting is Gordons work history:

He left school at the age of 14. His first job was a grocery boy with Walter Wilsons. One of his daily tasks was to fill two to three hundred weight of stone bags of flour. (14 pounds in 1 stone, 16 stones in 1 hundredweight. (100 to 150 Kg daily)). After nine months with Walter Wilsons he changed job and started working in a Butchers shop doing the deliveries and making sausages.

At the age of 16 he started his apprenticeship with John Lynn Forgings, the company made forging for ships deck equipment such as steam winches. Two years into his apprenticeship he was conscripted into the Royal Airforce for three years as a cook. WWII finished and Gordon at the age of 21 decided to finish off his apprenticeship. He started at Easington colliery fixing conveyor belts and face cutting equipment that was situated up to five miles under the North Sea. This was a very hard and hazardous job, three years after leaving the pit, an explosion killed 83 people. At the age of 24 Gordon indentures were signed and approved by the union.

Gordon drew me a picture of a Fossilised Mares-tail tree that was found down the pit, five miles offshore and 1100 fathoms deep. The trunk being two feet in diameter. The face was cut round the tree leaving the tree intact.



From the pit, at the age of 24, Gordon started working in the merchant navy as a 5th engineer. His first trip was to Australia and back, this single trip took six months. On return he travelled to London where he had a successful interview as an engineer for the Port Line Shipping Company. He stayed in the merchant navy for a further two and a half years.

Now 27, Gordon started to work on dry land with ICI Billingham. He stayed with the company for 27 years. Over that period, Gordon progressed from being a fitter, to working alongside the research and development teams building new plant and process.

At the age of 53, Gordon took a radical career change. He started his own silver smith company. Working for his shed at the bottom of the garden, Gordon made numerous commissions that were sold all round the world. One of his commissions was for the King of Jordan and was purchased for a four-figure sum.

Gordon had a chance to buy a Bentley 3 ½ litre for £300 but turned it down, saying it was too expensive at the time. He owned a James Young bodied 20/25 for 33 years. Then finally a 1952 Rolls-Royce Silver Dawn.

Behind every great man is an even greater woman. Gordon married Margaret at the age of 30.



Royce before cars

Royce electric motors.

Royce made an electric motor for a battery powered car more than 100 years before Tesla



Frederick Henry Royce set up the electrical and mechanical engineering company, F H Royce & Co in Manchester in 1884. The company became a limited company in 1899. Early products of the company included battery-powered doorbells, and later electric motors and switchgear. The company diversified and expanded, other work included the repair of Singer sewing machines and later cranes were made at the Trafford Park factory.



Examples of the switch gear that was produced in the Manchester factory.

What have these two gentlemen got in common?



On my travels to Seven Oaks in Kent I came across David Baldock. Like Roger, David's father asked him what car he wanted for his 21st birthday. David replied a, "3 litre Bentley". Roger replied, "A Rolls-Royce PII".



Coachbuilders of the North Part 2 W.G. Edmond By Nick Clark.

Although not Rolls-Royce related this may be of interest to local members.

In part one I gave an account on the history of the Stockton-on-Tees company Maule & Sons and how they adapted their business to cater for the influx of motor vehicles at the turn of the century. Another company in the adjoining town of Middlesbrough was also in action to adapt their craftsmanship to the modern modes of transport they were known as W G Edmond coachbuilders and started their business in 1919 at Simpson Street. Its founder had served his time as a wheelwright and joiner, learning the knack of selecting the best timber better suited to the horse and cart age in which he was born. Yet it was precisely his wheelwrighting skill that enabled William Edmond to begin the firm which was to build charabancs, buses, ambulances, lorries, bread vans and milk floats.

William Edmonds said each vehicle had to conform to certain weight-bearing restrictions and he remembered regularly rolling a framework for weighing at the old workhouse weighbridge on St Barnabas Road, Linthorpe to ensure the correct weight.

His father had served his time at Fletchers of Church Street in Whitby and left to work for Howcrofts coachworks in Hartlepool.

It was Mr T O Harrison, a coach operator, who gave William Edmonds his first chance of being his own boss, suggesting that he might take over his premises at Simpson Street, Linthorpe, on condition he gave priority to Harrison's work. After five years with a motor lorry, charabanc and a bus under his belt he moved to premises in nearby Oliver Street, the former quarter masters store for Catterick Camp. William Edmond's career as a bus builder took off in his early days which enabled him to become a bus operator too. One of his commissions came from Middlesbrough Corporation which placed an order for four vehicles, followed by similar commissions from the United Bus Company of Darlington. During construction, up to ten men could be seen working on any single bus, with blacksmiths completing the ironwork, while coach trimmers worked to install seats and leather panels.



■ **LAST CHARA:** The last charabanc to be built by Edmonds is pictured on Park Road South, with the railway line shown near its rear wheels. Housing at Clairville Road can be seen in the background.



■ **CUT OFF POINT:** This removal lorry made by W. G. Edmond was commandeered almost as soon as it was delivered to Tindill's Catterick Camp depot and converted into an ambulance by slicing four feet off its top.

By 1934 the Middlesbrough firm reached another milestone when it turned to making £90 caravans and exhibiting them at the Great Yorkshire Show held that year on a field on Marton Road which later became the Prissick Base school campus.

Other orders taken by Edmonds included vans, tippers, cattle trucks and fire engines, from firms such as Robinsons of Scarborough, Stockton haulier Fred Robinson, the Pioneer Bus Company of Whitby and milk floats for Turveys of Sunderland. William Edmonds wheelwrighting skills were still in demand from firms such as Lowcocks and Bruntons for their horse drawn fleet. Most vehicles were made of ash frames with sub-frame of oak, to which aluminium panels were fixed, polished and varnished. Vital timber for the framework was brought in and stacked at the Oliver Street yard where it was latted and seasoned for up to four years. The necessity for seasoned timber was brought home to William junior during the war years when South Bank scrap dealer Elsie Hind needed a new van and 'green' wood was used with consequent warping to the timber sides.

Clients were not all commercial, well-known Middlesbrough garage owner and racing driver Fred Dixon regularly called at the Oliver Street works with his Riley Racers. William recalled how Dixon took delivery of the Silver Bullet in which he was to attempt a land speed record, only to discover that with restricted steering, it was impossible to turn the lengthy vehicle into the garage. Dixon emptied a drum of oil beneath its rear wheels and straightened it by sliding its wheels sideways.

War resulted in new commissions, but none so unfortunately placed as that of a Catterick furniture removing firm called C W Tindill and Co. As this lorry was about to be delivered it was commandeered by the army and Edmonds men ordered to cut four feet off its roof to convert into an ambulance. Owners of expensive cars also answered the call to help the war effort by having them converted to ambulances, with chemist Mr Levy of Roman Road donating a Chrysler and baker Sidney Welford offered his Cabriolet.

William had served in the RAF and he returned home to find his brother Fred was ill, the firms' foreman was dying of cancer and an era of higher wage demands, yet the age of the motor car had truly arrived and Edmonds workmen were soon engaged on accident repairs which were ever increasing.

William's own private coachbuilding indulgence was to convert a Ford Pilot saloon into a shooting brake, a vehicle which attracted attention where ever it went. He recalled a trip to Huddersfield to see former Boro player Jack Martin and being pulled by the police whose only interest was to have a closer look at the shooting brake. "I thought I had been copped for speeding" chuckled William.

Orders were still been taken and William junior reckoned that he regularly clocked up 50,000 miles delivering completed vehicles.

The era of the insurance companies 'approved repairers' had arrived and the need for larger premises to cope with the extra volume of this trade was met by an amalgamation with A Milburn Limited and a move to Startforth Road premises.





49th. AGM held at Allerton Court Hotel in Northallerton 13/01/19.



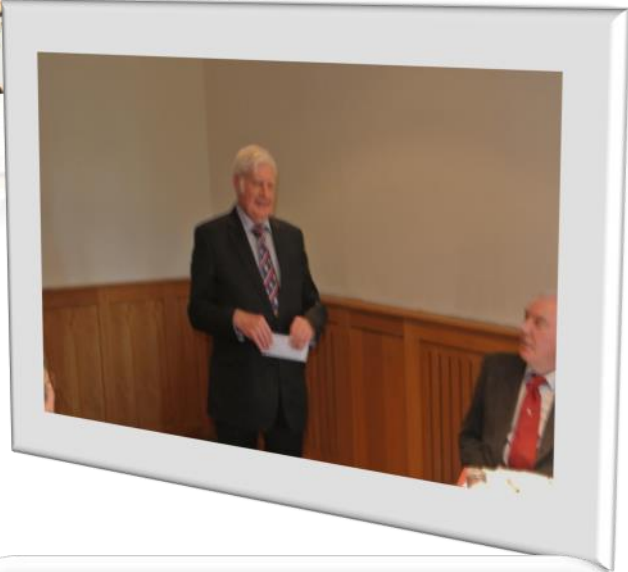
There was an excellent attendance at the 49th. AGM of the Rolls-Royce Enthusiasts' Club North Eastern Section, held at the Allerton Court Hotel in Northallerton, North Yorkshire.

Rod Macleod receiving the McGarr Trophy and Peter Charlton receiving the Ray Horsby Trophy from Roger.





Ian Hick Gave an excellent presentation and answered numerous questions from the floor regarding club business and activities.



After the AGM all members set down for an excellent Sunday lunch. £114 was raised by the raffle.

Members enjoying their Sunday dinner at the Atterton Hotel.





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Do not run foul of the law.

Parking on the pavement

Is parking on the pavement illegal? Parking on the pavement is not illegal outside of London. You can, however, still get a fine for doing so in some instances, which makes the law quite a grey area.

Highway Code rule 244 states that drivers **"MUST NOT"** park partially or wholly on the pavement in London and should not do so elsewhere unless signs permit it."

The key things to note here are the words, **must not** and **should not**. In London, you **must not** park on the pavement, the "must not" indicating there is legislation behind this rule and you could receive a fine for breaking it. However, outside of the capital or "elsewhere", the Highway Code states drivers **should not** park on the pavement, meaning it is advisory and not, therefore, backed up by any legislation. However, Rule 242 is where it gets a little less clear, stating:

"You **MUST NOT** leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road." This is a, **"must not"**, again meaning if your car is reported, or seen by a police officer and judged to be either in a dangerous position or causing an unnecessary obstruction of the road, you could

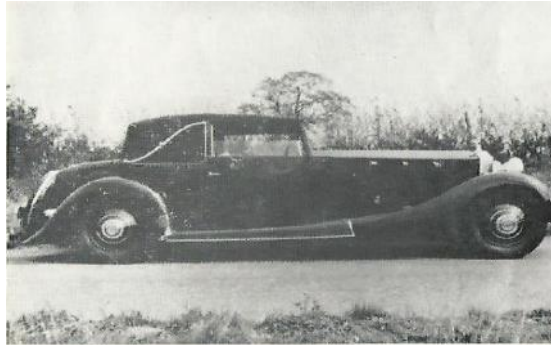


receive a Fixed Penalty Notice.

The law is quite fixed inside London, however outside of London, people should use common sense when faced with no other option but to park on the pavement. If you are parking along a narrow road, where parking wholly on the road would stop other cars, and particularly emergency vehicles, from getting through, then it is a sensible option to park partially on a pavement, providing there are no parking restrictions and providing you are not blocking a wheelchair user or pram from using the pavement. If there are restrictions, or your parking would cause wheelchair users or people with prams to have to walk into the road, then you should find somewhere else to park.



Supercharging a Phantom I



"Mr. FitzPatrick's erstwhile supercharged PI as it is today."

Roger has kindly sent me the below article. In 1961 he entered the Pomeroy trophy with his PII 185 RY. Besides him on the track at Silverstone was a PI 74 SC. He was thinking that this must have been the car in the following article, but he thinks the chassis number is not correct. It must have had the supercharger set up re-fitted, it was most unlike the Rolls Royce noise, with clouds of smoke.

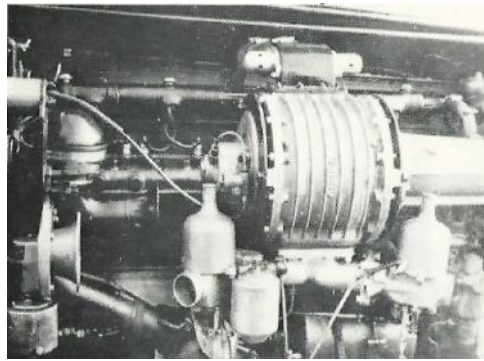
After having sounded a warning in the extract from Mr. Gryll's address to the Institute of Mechanical Engineers, to those who wish to squeeze more power from their engines, I am pleased to print the following notes on the successful application of a supercharger to a Phantom I. The exercise was conducted in about 1938 and the supercharger removed just after the war, although the other modifications were allowed to remain.

Mr. Fitzpatrick writes:

"This happened so long ago that a lot of the detail has unfortunately escaped me. I can't remember who put the idea in my head, but once it was there, I thought it a jolly good one and was most curious to know what the result would be. Having mulled the whole thing over, I approached Chris Shorrock who was then making Centric Supercharges. He in turn was most enthusiastic and helpful and produced an enormous blower nearly a foot in diameter and designed a very fine enclosed shaft driven from the pulley driven from the nose of the crankshaft by two belts. This drove the blower at 1.8 engine speed giving a maximum boost of 9 lbs/sq.in. drawn mixture through two Solex carburettors.

The performance was a bit disappointing at first, due to I felt the lack of experience of how to match up carburation to the blower with so a large an engine. About this time, I met "Bentley" McKenzie who undertook the time to tune the engine and match up the whole layout on a more scientific basis. He started by taking the head off. This revealed that the piston crown was beginning to cave in under the increased explosion pressure so he had six new specialloid pistons made (as used in Forrest Lycett's Bentley) with strengthened crowns and incidentally of much lighter weight, 1/32in was shaved off the iron cylinder head which was then copper-plated. The Phantom I cast iron head model had such a low compression ratio in spite of the fact that one would normally lower the compression when fitting a blower, the new pistons were made to give a higher compression ratio. For this experiment it was raised considerably and it never gave any indication that it had been raised too high. McKenzie scrapped the Solex carburettors in favour of two much larger SU's and finally the induction manifold was skilfully turned upside down to bring the supercharger and the manifold much nearer to each other.

The performance seemed to be really good now with what appeared to be a tremendous acceleration. Modern type acceleration figures were never taken though Sam Clutton once turned in a 0-50 mph figure at 11 seconds. That may not seem much by today's standard but when the much-vaunted Phantom II Continental's Autocar Road Test for acceleration gave 14.4 seconds for 0-50 and the Phantom III did it in 12.6 it would seem that the modification did indeed give the normally much slower Phantom I that little something indeed a definite urge.



Since the car was still a Rolls-Royce I did not want any increase in noise level and was very relieved to find that normal driving speeds and cursing it was impossible to tell the difference from the standard car. Hard acceleration produced quite a low growl from the vanes of supercharger growing rapidly higher in pitch with increasing revs. Though audible it was no more than a pleasant subdued sound. As far as maximum speed was concerned the Phantom I was very slow in getting there after 75 mph but if given enough miles to reach it in, and fitted with a low built light body as mine had, could attain 80-82 mph. Supercharging gave 10 mph more with undiminished vigour, this was in conjunction with a new crown wheel and pinion which Rolls-Royce helpfully supplied.

In spite of this the experiment was not really a success because the really essential modification to make it so was impossible to do. That was to raise the gearing to match the vastly increased torque. Top gear felt like 3rd and one longed for another gear to change up to. Rolls-Royce very kindly helped me by supplying me with an experimental crown wheel and pinion giving a ratio of 3.2:1 instead of the standard 3.4:1, this was a marked improvement and enabled me to achieve the 90 plus mark without over revving the engine but it could have pulled a 2.8 or even a 2.6 gear with great advantage.

Top gear pulling on hills was phenomenal. I have been baulked on the Cristal Palace ascent at 10mph in top and could pull away up the hill from that speed as far as I wished still in top gear. However, as I lived in Norfolk that aspect did not have much scope!

Owing to the rapid wear of the fibre sealing slats in the type of supercharger it lost efficiency fairly rapidly, so, after the war McKenzie converted the car back to normal aspiration using the two large SU's on the specially made manifold.

The result was a performance far in excess of the standard PI or PII but once again I was able to feel that I was in top gear when using that ratio! Fuel consumption had been 10 mpg blown and unblown this can probably be accounted for, by the improved fuel distribution.

In practice the supercharger pressure gauge showed a negative boost most of the time. Positive boost occurred only when accelerating or pulling hard. Under rainy conditions the fuel consumption could rise to 5 mpg of course.

I still have the car in its unblown form: its chassis is 74SC and engine number AN85."

Keep Cool in the Summer



**20 HP
Cooling
system.**



Top right shows the front three cylinders. Top left shows the back three cylinders, most of the debris and/or blocking happens at this end of the block, resulting in temperature related problems. Left shows a portion of the solid debris removed from the block.

Bottom left and right show the use of the hacksaw blade maintaining the gap between cylinder and water tube, essential for good cylinder cooling.

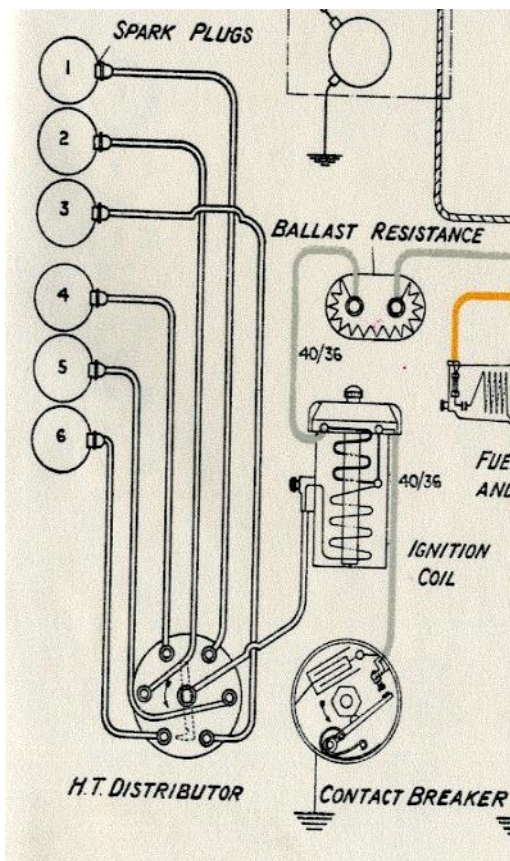
It is essential to keep on top of the cars cooling systems, that way you do not suffer any overheating issues, when the sun shines.

In the pre-war cars it is normal to see the temperature indication to rise when the car ascends a hill and then falls when the car is under less strain descending the hill. However if the temperature is starting to run high, then it would be a good idea to have a look at the cooling system.



The two main components to the cars cooling system is the radiator and engine block. Drain coolant and then remove radiator. A quick inspection of the top and bottom hose connection will give an indication of any debris or sediment trapped in the radiator. A reverse water flush with a hose pipe may be sufficient to clear and debris. A more problematic radiator may require a 24 hour soak in a weak caustic solution, then a water back flush.

The cylinder head may require more attention. Remove carburettor and associated linkages, remove distributor and cap. Cover engine air vent and distributor mount to avoid any contamination falling from the cleaning process into sump. The block side plates can now be removed to reveal any issues. It is important to remove any sludge first. Using an hacksaw blade make sure there is a clear gap between each cylinder and water tube. If this gap is blocked, then that limits the cooling to that particular cylinder. After removing as much debris as possible, re-attach the block side plates and then fill block with a solution of water and caustic soda. After a 24 hour soak and then a water back flush, the cleaning process is finished. Reattach radiator and hoses, fill the cooling system with a water antifreeze mix. Antifreeze contains anti corrosion inhibitors. Test run car.



Pre-War Coils.

Known as a "Mushroom Coil" because it looks like a mushroom to a blind man.

The 12 volt electrical supply to the ballast resistor drops the supply to the coil somewhere between 4 and 6 volts, depending on the individual expert you talk with. Ristes say the ballast should be 0.7 Ohms, other experts say 0.9 and 1.2 Ohms. Some people call the coils a 6 volt type and others a 4 volt type. I suspect that Rolls-Royce did originally specify the coil for 4 volt operation.

The coil has 300 turns of primary (LT) winding and 25,000 turns on the secondary (HT) winding. Wire gauges are 0.71mm for the LT and 0.071mm for the HT.

The coil only needs to produce around 6000 volts to make a plug under a compression of 7:1 fire OK. The HT side of a 20/25 coil has been measured and can produce more than 14000 volts when measured with a very special electrostatic voltmeter. The general test for a good coil is that it can produce a 5.5mm spark in air when utilising a 3 point stabilised spark gap.



Remember the last issue of the Newsletter: The man with the gun?

1962 a small group of USCC members joined the French Salmonson owners club for a weekend in Brittany. The Saturday adventure was a run using Tulip signs and place names, average speed to be 25KPH with secret time controls. On leaving time control 3 we were confronted by a Gendarme and a man with a gun. Alarmed we certainly were, the man waving the gun around explained that there was a Gendarme and a 'clock man' 2KM up the hill and that when he went 'BANG' we were to go like hell.

I know a man with a gun and can find a suitable hill. Does anyone know the Chief Constable?

Roger.

Some interesting facts:

Fake mascots? No, just made in America.

Rolls –Royce of America set up in 1919, they started to manufacture the Silver Ghost in 1920, later the Phantom I. The Phantom II was just assembled in their Springfield factory. The company did several modifications to their cars, such as electrical, wheel hubs, gearbox. One further modification was the redesigned Spirit of Ecstasy. The mascot was made by the Gorham Silver Company, Providence, Rhode Island, USA. The mascots had different base markings and leaned forward, so that the bonnet could be opened without turning the mascot.



The Standing “Sykes” mascot all had the date 6th February 1911, round the base of the mascot. This was the year when the mascot was first put on the car.

Royce never wanted a mascot putting on his cars.

A kneeling mascot was made then introduced 26th. January 1934. Australia Day. This date was put onto base, available for the PII, PIII, 25/30 and Wraith.

Royce disapproved of Eleonor Thornton who was Lord Montague's personal secretary being the model for the mascot.

Post war mascots were made by Rolls-Royce and did not have the “Sykes” base markings.

Early Ghost mascots had a hollow base to fit over the hexagonal on the cap.

Two mascot designs were commissioned, the Spirit of Ecstasy and the Whisper.

Multiple mascot sizes were made for the Ghost, PI, PII, and 20HP.

Generally speaking the older the car, the bigger the mascot, the exception being the 20HP.

Eleonor

Thornton
drowned on
30th. December
1915, when the
SS Persia, on
which she was
travelling with
Montagu was
torpedoed.
Montagu sur-
vived the sink-
ing.



Charles Robinson Sykes

Born in Brotton in 1875.
Sykes grew up, 14 Child Street.



Redcar and Cleveland Council had a special, prominent plaque listing his skill and ground-breaking achievement fixed on the humble ironstone miners cottage where he grew up.



Signs at either end of Brotton now show that Sykes was born in the North Yorkshire village.



Left the Spirit of Ecstasy and right the Whisperer. Presented to Rolls Royce in 1911. Rolls Royce picked the Spirit of Ecstasy. Pre-war standing examples all show the 1911 date.



Sykes relaxing with his pipe.



Brotton Birthplace of Charles Robinson Sykes. Designer of the Spirit of Ecstasy

For Sale or Wanted.

For Sale:

20HP, 20/25 and Phantom engine linkages. Offers. E-mail: petercharlton1@yahoo.com
Phantom II Dynamo. £750. Phone: 07906163427

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

Bentley 3.5 Starting motor. Overhauled running well. £350. Phone: 01429 421841

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

Wanted:

RR 20HP Saloon. Hooper, Park Ward or similar, 1925 or after with 4 wheel brakes and 4 speed gearbox. Must be in good condition preferably with an overdrive. A good home awaits. Tel Alan Harris 01743 885153

Urgent, 20HP Starter switch. 01429421841

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

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

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

A good Phantom II Cylinder Head and Block Wanted. Phone: 01429421841.

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 Wanted Sale". Contact Peter on petercharlton1@yahoo.com

Welfare

Some members may have been associated with the Middlesbrough and district Motor Club, and may remember Richard. and Judy Adams. Sadly Judy died on Christmas Day. Richard was known for his organisation of the, Drive it Day.

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

1926 3 1/4 Delage DM, Chassis number: 22647, First registered in Kent, KM 8629.

The running chassis appeared at the 1926 Paris motor show. The car has had three bodies in her history. The car started off as a 4 seat drop head, it was changed to a 2 door fixed head and in the 60's the car was rebodied in a Vanden Plas style.

On an interesting note, the car is right hand drive. This was not done to sell to the British market. It was thought that car of this standard, the driver should drive on the right-hand side. Car owned by Tony Gray so they could open the passenger door when parked.

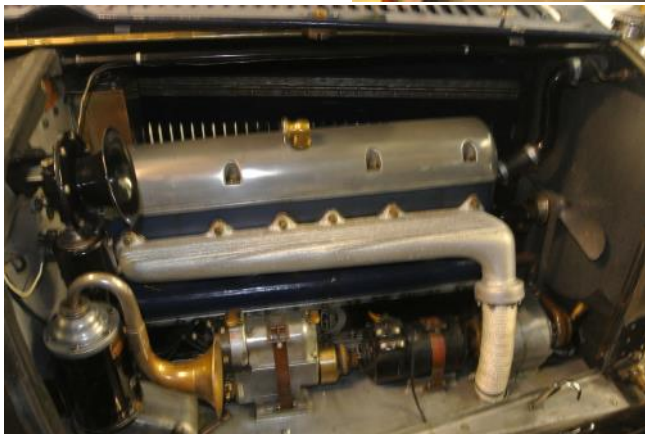


Tony's car in the 1930's

**Members
Other Woman**

A massive straight 6
Engine.

The magneto, dynamo and water pump are all connected in the same plain.



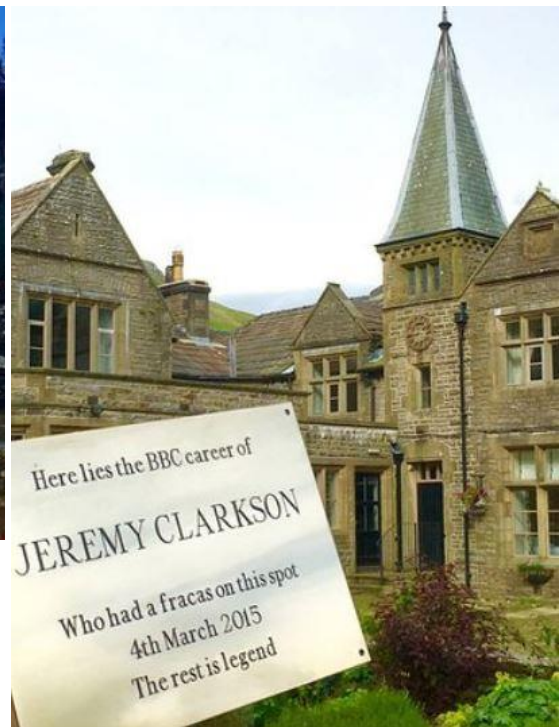


Simonstone Hall Hotel



Crumpet in the grounds of Simonstone Hall.

One of its claim to fame is that Simonstone Hall was the last place Jeremy Clarkson worked for the BBC.



This is the second time the section have visited Simonstone Hall Hotel, the first being in 2016. The hotel is privately owned and is a beautifully kept country house hotel overlooking the village of Hawes with views over the Wensleydale moors.

The land upon which Simonstone Hall seats, was once owned by the Abbots of Jervaulx. They used the land to graze & breed horses on the land.

Lord & lady Wharnccliffe, descendants of the Stuart family resided at Simonstone Hall, for many years using it as a hunting lodge.

During the Second World War the British Armed Forces occupied the Hall.

This is also the location where Jeremy Clarkson ended his BBC Top Gear career back in 2015.

An excellent start to the new season. Simonstone Hall the first event of the season.



Shadow Mk.I next to David Evans's Cars.



Jim's "Borrowed Bentley" next to Peter Kitching's Rolls-Royce 25/30.

On the day, 21 members turned up at the, A1 Scotch Corner Holiday Inn for coffee or tea and biscuits.

After coffee some members set off for Hawes to have a look around the village and a visit the Wensleydale Creamery (Cheese factory). The remainder made their way through Richmond, Layburn and then on to Simonstone Hall.

I am sure that Rolls-Royce and Bentley owners are familiar with the phrase, "Fail to proceed". My Bentley Turbo R red label, fell into that category. I had promised to take Gladys and Colin Hutchinson to the event. A very good friend of mine heard of my plight and offered his Bentley Flying Spur V8 S for the weekend. Just imagine Gladys and Colin's surprise, when we turned up outside their house in this splendid car. We took full advantage of the kind gesture and took the scenic route over the dales via Tan Hill and Buttertubs to Simonstone Hall, what a excellent drive.

The Sunday roast and the service was excellent at Simonstone Hall. Unfortunately it was very hard to get all the members car together to get a good photo opportunity.

32 people in total turned up for this event, an excellent start to the season, I hope this good attendance continues throughout the season. **Jim.**



Bernie's notes on the ageing process, or the pitfalls of getting older.

No it is not a treatise on aches and pains, lack of hair or the down side of abusing your body (Good living was its name at the time). This caveat for the motoring enthusiast on approaching one's sell buy date i.e. 70 years old. who wishes to continue their hobby? The government are pleased to remind the licensed motorist of the impending joyful event via a letter from the DVLA that if you do not renew your driving licence using the enclosed form (D46P) or preferable on line you must cease to drive on British roads. This will now be necessary every 3 years.

This is actually very easy and costs nothing and is what is called self-certification. *If you cannot see or have dangerous medical conditions just do not tick those boxes.* Assuming you have a current valid plastic photo ID example in your wallet in about a week a pretty new version will arrive via your letter box. (will this change after 29 March ?).

No plastic driving license please see below.

Your omissions will be hidden from the wider world until you have a chat with the constabulary. (For more information on the penalties, I refer you to The Duke of Edinburgh although you may not be as lucky/connected).

This license will not confer the same privileges as the one you currently hold that is about to expire (unless you passed your driving test after Jan 1997).

If you wish to tow a decent trailer (with brakes) e.g. a caravan, drive a mini bus (e.g.. scout troop/ volunteer bus), continue to use camper van (larger than 3,500kg) away from your driveway or drive anything up to 7,500kg. This is called "C1/ D1" entitlement.

You are about to move up in the world of bureaucracy.

No plastic license the you require a fully authenticated passport photograph using the form to hand a postal application will do the job, a valid current passport number will help expedite the process but you loose C1/D1. Some have found motor cycle privileges have also disappeared.

If you wish to continue with your current privileges you must apply for a D2/D4 information pack from Swansea (do not try the post office as they are not allowed to keep such info). This includes a much more complex pair of forms associated with an application to drive HGVs and PSVs for remuneration. (Army tanks come into category if that is one of your hobbies).

Self-certification is not an option and a previous photo ID (plastic) license obviates the need for an authenticated photo but current passport number is handy.

You fill in the green D2 form as far as possible.

Arrange a medical examination as only part of the D4 form is for your use a qualified medical practitioner can do this if they have the entitlement (no need to go to an suitably qualified optician if the GP used has acquired the necessary optical test qualification).

This cost money and you may not be told in advance. My medical practise charges £110.00 others charge up to £180 for this 10 minute service.

I used GP practice in Whitley Bay (Dr. Colvin at North East Driver Medicals). I found his advert on line, he is thoroughly decent chap who thinks these charges are robbery he takes all comers by appointment evenings and weekends for £44 (more info available on request).

In addition to the doctor competing the answers on the questionnaire he checks your blood pressure, height, weight afore mentioned eye test on both eyes (not as rigorous as that needed for a full HGV or PSV entitlement and no need to carry a blood sugar test meter and retain the results unless you happen to be diabetic that requires need insulin) and a discussion about any medications you are prescribed (take proof). If all is satisfactory the declaration is signed and numerous rubber stamps are applied you will know immediately and you should be told if you need to inform your insurance company about any notes made.

Good news complete the D2 & D4 forms with your declarations and signatures and send to Swansea (again no fee required). 10 working days later, you will receive your new entitlement in the post. Then repeat in 3 years.

All this is proof contrary to your relatives wanting power of attorney. (In West Auckland speak, nicking your hard earned), Alzheimer's and dementia are some way into the future joy of joys.

I tested this verbally on a 74 year old former lorry driver friend, he said "I have my old license at home and never did any of that". He went quiet and set off for home in his Mercedes car.

Happy motoring Bernie Surtees.

RREC NORTH EASTERN SECTION MEMBERSHIP FORM APPLICATION FOR THE YEAR 1/11/18 TO 31/10/19

Section Members present at the AGM on 14th January 2018 provided a majority vote to continue with the requirement for payment of a Section Membership Fee of £10.00 per household or £15.00 for those requiring the Newsletter to be posted to them to contribute to the additional costs of so doing.

PLEASE NOTE that the requirement for the payment of a Section Membership Fee is **NOT** a fund-raising exercise **The Section Membership fee of £10.00 is repaid to Section Members by way of subsidising certain selected events over the programme year. Any balance of membership fees not so paid out is paid out by a draw at the AGM.**

The Data Protection Act is being reviewed with changes expected to be introduced later this year. One of those changes is understood to be a requirement for a positive agreement from individuals to the use of their e-mail address to communicate.

Please evidence by your signature below that you are agreeing to the use of your e-mail address for the communication of RREC and RREC NE Section issues.

The understanding is that without your signature of agreement, the NE Section will not be able to communicate with you by e-mail when the Data Protection Act changes are implemented even if the NE Section is aware of your e-mail address.

NAME:

ADDRESS:

POSTCODE: _____ TELEPHONE No: _____

RREC MEMBERSHIP NUMBER: _____

E-MAIL ADDRESS:

SIGNATURE:

SUBSCRIPTION – PLEASE TICK OPTION TAKEN: E-MAIL : £10.00 POST : £15.00

PLEASE MAKE YOUR CHEQUE PAYABLE TO “RREC NE SECTION” AND REMIT YOUR CHEQUE WITH THIS COMPLETED FORM TO BE RECEIVED BY 28/02/17 TO:-

MR R MACLEOD: SECRETARY, RREC NE SECTION: 18, HAWTHORN GARDENS, KENTON, NEWCASTLE-UPON-TYNE, NE3 3DE.

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