



ROLLS-ROYCE

ENTHUSIASTS' CLUB

**NORTH EASTERN SECTION
NEWSLETTER**

April 2023

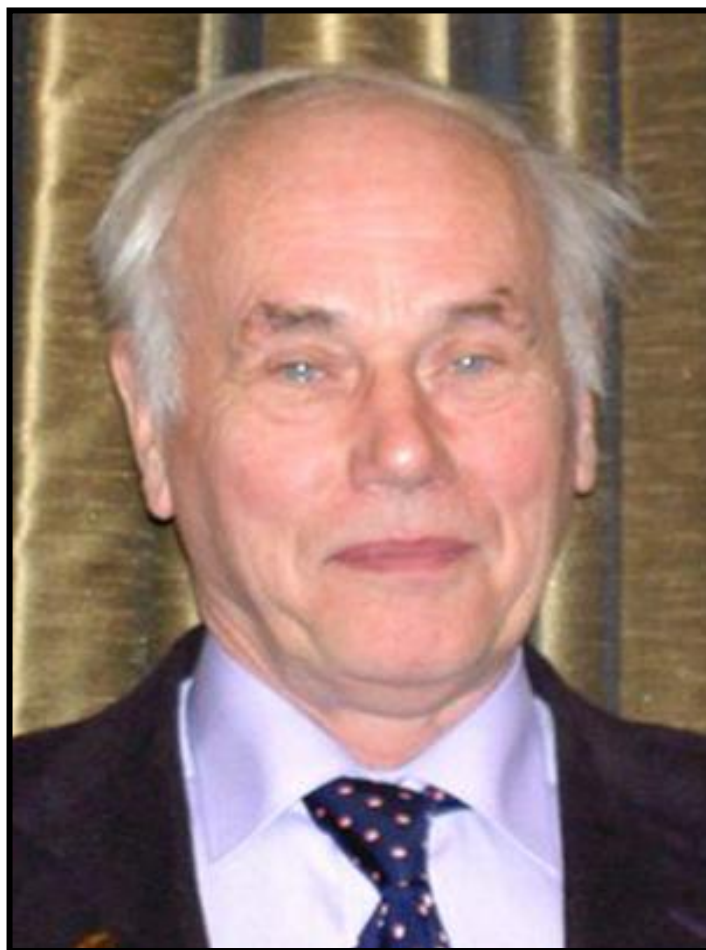


NHS CRISIS.

**Due to financial restraints, retired
ambulances are to be brought back
into service.**

Rogers Ramblings

On the 27th March 2023, was the 160th anniversary of the birth of one of the most esteemed ever Englishmen. Frederick Henry Royce was born of humble stock in Alwalton near Peterborough, in 1863. He was awarded an OBE in the 1918 New Year Honours List, and on 30 May 1930 became Sir Frederick Henry Royce, 1st Baronet, OBE, for services to British Aviation.



Roger.

March 2023.



FLORENCE HORNSBY.

It is with great regret that I have to announce the passing away of Florence Hornsby on the 18th of December 2022. Florence and her husband Ray were founding members of the section. When Ray died, Florence donated a trophy to the section in Ray's memory.

Front Cover Picture: An early Silver Ghost ambulance.



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DATES FOR YOUR DIARY



16 Section members attending the Old Mill

Noggin and Natter evenings are held on the third Wednesday of the month from 7.30pm at **The Old Mill, Metal Bridge, Coxhoe, DH6 5NX**. The venue provides an excellent food and drinks menu for the connoisseur, but if Fish & Chips, Mushy Peas and a pint of Guinness are your thing, then you definitely will not be disappointed. Much lively banter takes place during the evening especially when Jim Clark puts his 'Boysie's' hat on. The conversation is definitely not just about

cars, all sorts of subjects come up in the conversation from 'Einstein's Theory of Relativity' to the cheapest 'Bottle of Plonk' at the local supermarket. We have a hardcore of attendees but new faces are always welcome, so come along and join us, you're heard the saying "the More the Merrier". Please just turn up, there's no need to book, order your food and drink at the bar and ask where we are and the bar staff will point you in the right direction. You never know, you may find where to obtain a cheapest bottle of Shiraz or Pinot Grigio in the North East!!!!

For the latest information, please visit the Section Website by either logging into the RREC's Website at <https://rrec.org.uk> and select from the menu bar, Worldwide Sections. Scroll down the page and click North Eastern [7] to open our Section Website Home Page in your browser. Select Future Events in the menu bar open the events page. Alternately, Google rrec-northeast, and open the home page from: <http://rrec-northeast.org.uk>

ROLLS-ROYCE ENTHUSIASTS' CLUB - NORTH EASTERN SECTION EVENTS PROGRAMME FOR 2023/4

02 nd April 23	Queens Head—Drive and Dine. TBC.—JC.
23 rd April 23	Drive it Day
30 th April 23	Wynyard Hall—Northern Bygone Years Society— AF
14 th May 23	Hurworth Grange. Classic Car Show. (£3 charity charge) — AF
14 th May 23	Busby Hall with Yorkshire section (£5 cover charge for food & drink) — AF
17 th June 23 (Saturday)	Stokesley Classic Car Show— AF
18 th June	Raby Castle Classic Car Show with Durham Automobile Club
23 rd to 25 th June 23	RREEC Annual at Burghley House.
02 nd July 23	Visit to Kiplin Hall near Scorton, Richmond.— John Harrison
16 th July 23	Newby Hall — NECPWA
5 th -6 th August 23	North of England Rally at Harewood House
12 th August 23 (Saturday)	Ingleby—Arnccliffe Classic Car Show— AF
29 th September 23	Beamish— NECPWA
08 th October 23	Beam in Steam at Tees Cottage Pumping Station in Darlington.
29 th October 23	Wynyard Hall— Northern Bygone Years Society Society— AF
13 th December 23	Christmas Meal at Old Mill, Metal Bridge, Coxhoe.— RM
21 st January 24	Section AGM— Solberge Hill— RM

Zaza Gabor's Rolls-Royce Silver Cloud



The actress Zaza Gabor owned a very special 1961 Rolls-Royce Silver Cloud II long wheel base. Modified by George Barras, the car painted in two tone gold, riding on spoked wheels with gold plated hub caps and white walled tyres. The car was also adorned with a gold plated radiator and mascot, with modified headlights whose rims were also gold plated. The list of modifications of the car were endless.

Zaza's car is predominantly gold. Apparently at one point, she was considering the car should have a pink theme, until it was pointed out to her that a Rolls-Royce had already been painted pink in the mid 30's therefore her car would not have been a unique example.



CONTACT POINT COMMENTS



A new season beckons with our first event taking place on Sunday 2nd April to drive and dine. I am looking forward to collect my car later this week after a winter stay-over for some backlog maintenance to be addressed, including the removal and refurbishment of the rear springs.

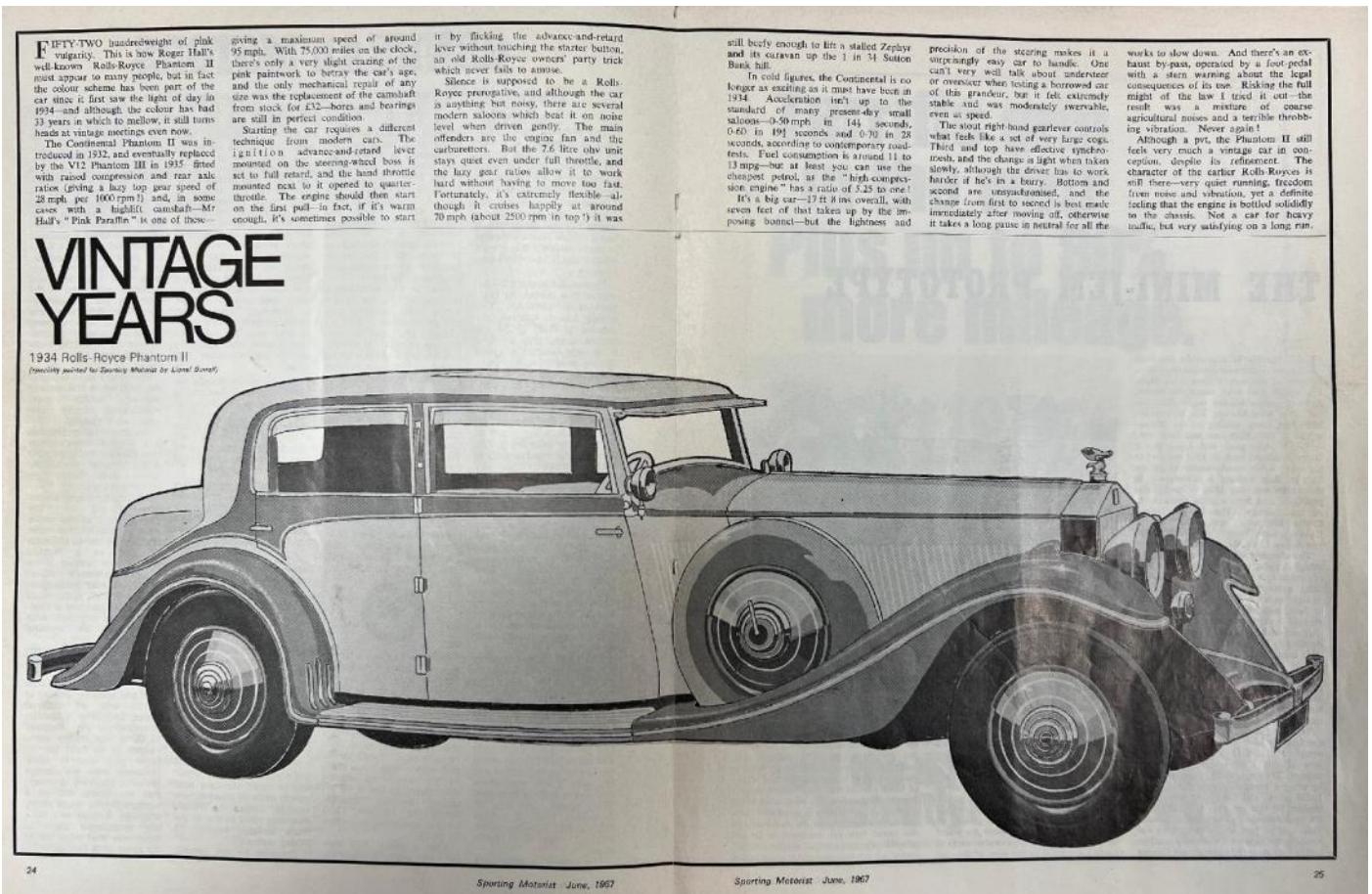
A bonus for us all in these difficult times is that the Chancellor did not increase fuel duty in his recent budget. However, political pressure to encourage everybody to use public transport if not walking or cycling, is on the increase with proposals to reduce bus fares and locally, to invest significant sums in new rail services.

The question is who will use these rail services. Rail fares have just gone up again and bus usage is down, perhaps reflecting an increase in working from home. I would welcome an understanding of why there continues to be a reluctance to invest in major road development and in particular for a Newcastle resident, full duelling of the A1 and A69.

What has happened to the levelling up Agenda for infrastructure investment in the North of England given that we all pay the same taxes at the same rates as those living in the south but see nothing like the same level of investment.

Rod MacLeod. March 2023.

52 hundredweight of pink vulgarity



In 1967, Roger Halls Phantom II was described as, "52 hundredweight of pink vulgarity", in a two-page motoring article by the, "Sporting Motorist". A bit of a cheek, I say. The article further goes on to call the car, "The Pink Paraffin". The author of the article goes on to say that 95mph for a 33 year old car was too bad. The car is now in her 89th year and still capable of speeds in excess of 90 mph. "Eat your words", Mr Editor. The car is still strong and fit. How many of the 60's cars still on the road and capable of 90mph plus speeds?

Dave Berry sent me the following:

Taken from a 1933 Autocar Road Test for the PII Continental and gives more information on the workings of the exhaust cut-out.

"The speed of the car is decidedly interesting and is worth mentioning that during the timed test the speedometer held a steady reading of 95. The traditional exhaust cut-out is retained and though not legally to be used on the road in this country makes an appreciable difference to maximum speed without increasing the noise seriously. For the maximum speed run on Brooklands the cut out was opened. It seems certain that with the least assistance from a give and take road the speedometer needle could be got round to the 100 mark"

AGM. Sunday 22nd January 23

Solberge Hall Hotel, nr.
Northallerton was the
venue of this year's AGM.

Right: David Wyld addressing
section members



Top: Rod receiving The McGarr trophy from
Roger.

Top right and bottom: "Full house" of sec-
tion members.



Top: John receiving The Ray Hornsby Trophy
for all the hard work and long hours he
spent on building the section website.





Top: David Wyld answering a section members question.

Right: The “Top table”. Section Committee members.

Bottom: Members enjoying their Sunday



Section members enjoying their Sunday lunch at Solberge Hall.



Silver Ghost tool roll.



To Mr. from Da.

Dall/CB6.2.20.

Replying to your Wn/MSL/FJ5.1.20,
enclosing a letter from Messrs. Peter Haworth & Sons,
re our two-fold leather tool wallet. (we think that we fear
as the arrangement of the tools are concerned this
wallet is about right, but we do not like the suggested
straps and nickel bar and should prefer two handles
like a Brief bag, made round and rather larger than
the sample. We are not sure that the strap is either
necessary or desirable, as the bag would mostly be carried
by means of the two handles. Since instructing this
wallet we have been compelled to add two more tools.
We have effected the alteration on the accompanying print
and we now suggest that Messrs. Haworth should provide us
with a finished sample of this wallet so that we can
send it down on one of Mr. Royce's cars, for his approval.)

Da.



Rolls-Royce Tool Roll.

In an attempt to save space and money, Bernard Day was exploring the use of a tool roll instead of the car having a tool tray. Peter Haworth & Sons were asked to make to leather tool roll for Mr. Royce's consideration.



Above: A selection of Silver Ghost tool rolls.

Left: A "typical" Rolls-Royce tool tray.

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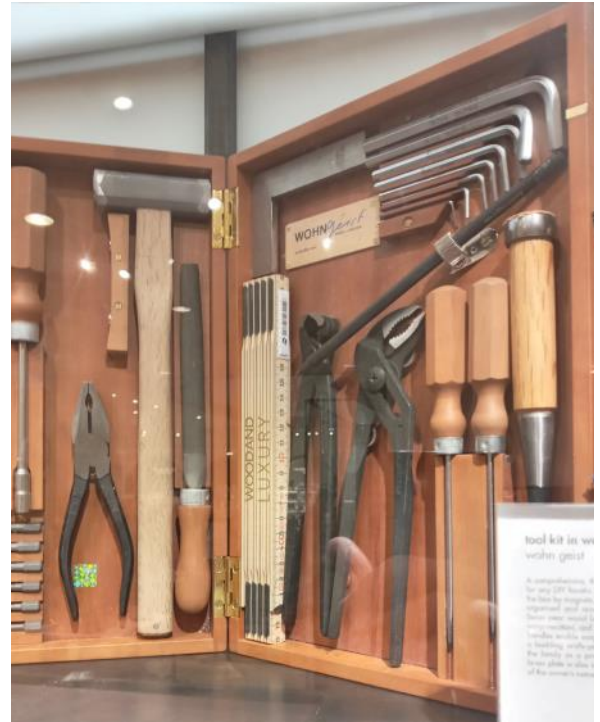
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Tool boxes in Harrods.



The smaller of the two tool boxes
priced at £1275



The larger of the two tool boxes
priced at £2750

I am very interested in tools, especially Rolls-Royce and Bentley tools. Two sets of tools displayed in Harrods of London, caught my attention. They were not for a Rolls-Royce or Bentley, just general tools that would be used around the house, presented in a very nicely in a wooden box. I was thinking about buying them until I saw the price that Harrods were asking for them. The smaller of the two tool boxes was priced at £1275 and the larger of the two boxes was priced at a staggering £2750. Needless to say, I did not purchase any of them, or ask if I could have a 10% discount.

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

Do not run foul of the law.

Pets on the hard shoulder

We all know that stopping on the hard shoulder of a motorway is illegal except in an emergency.

What many motorists don't know, is that under The Motorways Traffic (England and Wales) Regulations 1982. "The person in charge of any animal which is carried in a vehicle using a motorway shall, so far as is practicable, ensure that the animal shall not be removed from, or permitted to leave the vehicle while the vehicle is on a motorway".

Allowing your pet out of the car while it's on the hard shoulder to stretch its legs, or answer the call of nature, would most likely be classed as a driving offence, because it could endanger other motorway users.



A recent trip to London

On a recent winter trip to London, I noticed quite a number of Rolls-

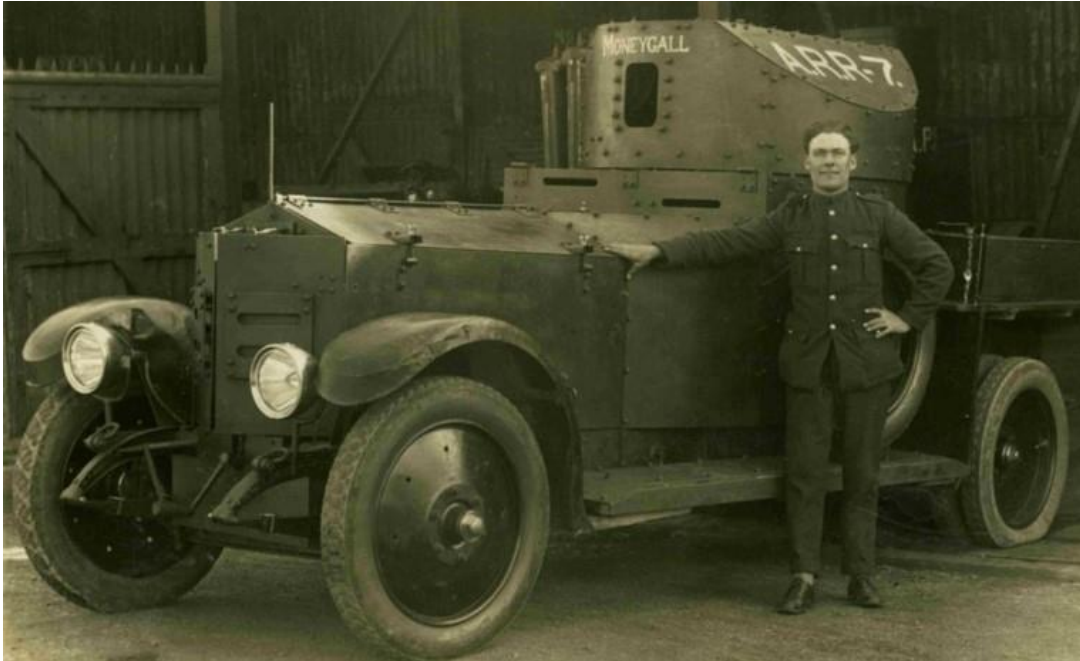
Royces and Bentley motor cars being driven in the rain and on salted roads. Not ideal weather conditions to maintain the £300,000 price tag, that they would have paid for their cars.



I did see several more examples of the marque, but I was not quick enough to photograph them as they whiz round London.

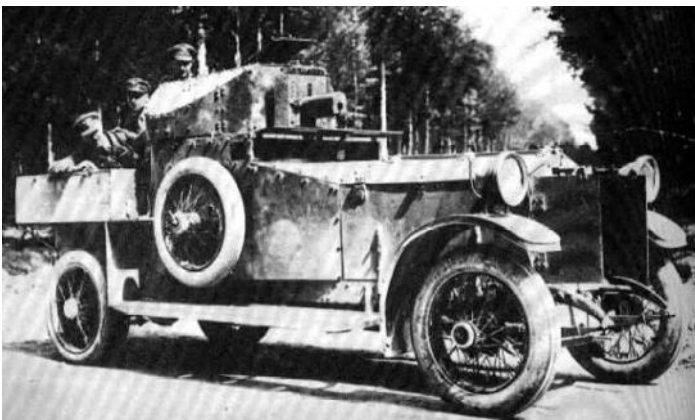


Rolls-Royce Armoured Cars.



2BD, The Busby Ghost was one of the last Silver Ghosts to be made, before the company switched production to make armoured cars and aero engines for the First World War effort.

Towards the end of 1914, the first Rolls-Royce armoured cars were created. The cars were all conversions of civilian Silver Ghost Rolls-Royce road cars. The armoured superstructure designed by the Admiralty Air Department consisted of 10mm armoured steel plate all around, plus a single revolving turret to house a Vickers 0.303mm machine gun. The vehicles proved to be invaluable in desert situations for example when fighting in Egypt against the Ottoman forces.



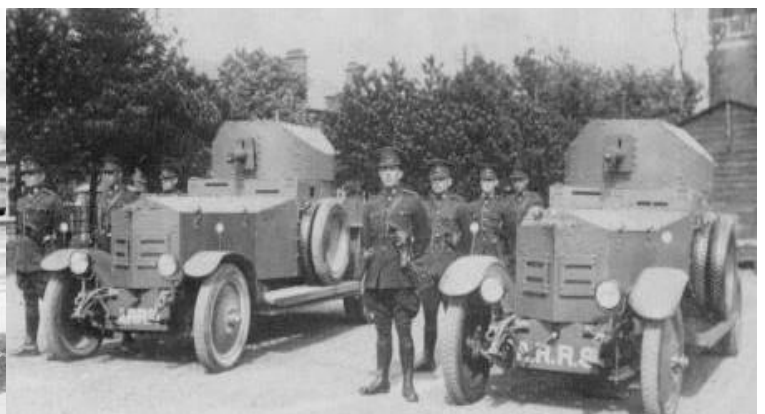
Armoured Car continued.



It was a great accolade for Rolls-Royce that their chassis and engine, designed for civilian road use, were able to cope with an armoured body weighing just under five tons when loaded with four passengers and a full tank of fuel. To accommodate the extra weight only relatively small modifications were needed such as a quadruple wheeled rear axle and heavy road springs. (See above).



The very first production Rolls-Royce armoured car is chassis number 101WO, which was the number designated by Rolls-Royce for the War Office commissioned vehicles. (I guess WO stood for War Office).



For Sale or Wanted.

For Sale:

Auto-Vac gaskets. Pair of top gaskets £9.99, fuel switch gasket £7.99. All £2 p&p.

petercharlton1@yahoo.com

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

20/25 Starting motor. Overhauled running well. £350. Phone: 01429 421841

20/25 Ace Wheel discs for sale. £30. Phone 01429421841

Silver Shadow tool box, £150. Phone: 01429421841.

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



For Sale: 1934 Rolls-Royce 20/25 Hooper 2 door Coupe. One off designed car, overdrive fitted. Phone 01642551835 or further details on "Trade Classics" [1934 Rolls-Royce 20/25 Coupe by Hooper](http://1934Rolls-Royce20/25CoupebyHooper.tradeclassics.com) (tradeclassics.com)



Bentley Mulliner: Perfect condition, originally supplied by Jack Barclay. £80000 ovno. Contact H. Tones. Oxford Road, Hartlepool.

WANTED:

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

The two Silver Cloud combination spanners, Phone 01429421841.

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

Any RR or Bentley Bakelite electrical fittings and junction boxes 01429 421841

20/25 Temperature gauge complete with bulb. 07906068622.

20HP Starter solenoid. 01429421841.

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

Members Other Woman



Geoff and Shelia Mansfield's TR2.

Massy Ferguson's sporty tractor. Only because they used the de-tuned version of the 2 litre 4-cylinder engine. This is a very early example known as the, "long door" car.



Our two latest committee members: On the right David Evans. On the left: RSV Dr. Robert Ward.



Exhaust cuts out valves.



Following on from an article that appeared in our last Newsletter, about the exhaust cut-out on Roger Hall's Phantom II. Dave Berry. sent me the following article that was taken from the 1933 Autocar Road Test for the P11 Continental and gives more information on the workings of the exhaust cut-out.

"The speed of the car is decidedly interesting and is worth mentioning that during the timed test the speedometer held a steady reading of 95. The traditional exhaust cut-out is retained and though not legally to be used on the road in this country makes an appreciable difference to maximum speed without increasing the noise seriously. For the maximum speed run on Brooklands the cut out was opened. It seems certain that with the least assistance from a give and take road the speedometer needle could be got round to the 100 mark"

3 1/2 Bentley exhaust cut-out.

Dave also sent me some pictures of the exhaust cut-out on this 3 1/2 litre Bentley. Up to this point, I did not know that any Bentley were fitted with this valve.



Above: An original cast iron 3 1/2 valve.

Right: Pictures of a newly manufactured Bentley 3 1/2 cut-out valve that is made in either a brass or bronze material.



Did Rolls-Royce want the newly acquired Bentley to be more appealing towards the, "Boy racer" market? Making the car look sportier, faster and louder.

A. F. Sidgreaves the then managing director of Rolls-Royce was very pro the Derby Bentley being noisier than the 20/25. He wanted more noise from the air intake and a cut-out.

(11). Exhaust System.

The new type as instructed for the 15 chassis, but using the spring connections for the rear pipe instead of rubbers. New cutout of the Silver Ghost type with the outlet inclined approximately 45° to the horizontal facing towards the rear is included. The lengthened tail pipe should be fitted as a part of this system.

1st September 1933.

W. Cowen, Esq.,
Messrs. Bentley Motors (1931) Ltd.,
14-15 Conduit Street, W.1.

Dear Mr. Cowen,

I would like to say how much I appreciate your action yesterday in giving me an opportunity of a run on the new BENTLEY car.

This was extremely interesting and it would be very difficult to make any adverse comments on the performance of the chassis on the road.

With all due deference I would like to make the following remarks:-

BRAKES.

Although extremely efficient they do not "look" large enough.

EXHAUST CUT-OUT.

When open this gives a very 'tinny' note and should be much deeper. (This appeals to a lot of clients who buy this type of car.)

Three pages dated 1933, from the archives. The cut-outs were fitted to the Silver Ghost, PI, PII and some of the Bentley 3 1/2 litres.

(a). A common drain to be fitted to the carburettor
3 1/2 LITRE BENTLEY - RE: PARTS WHICH MUST BE CHANGED ON
FIRST 15 CHASSIS.

the petrol pipes to the carburettors are included.

(1). Radiator.

(a). New shell with 20° inclination in plan instead of 15° . Modified flange with loose flange between crankshaft and flywheel made in nickel steel.

(b). New pattern stone guard in the form of a special grid, with the pattern like chair caning, sweated and clipped to the inside of the shell. Air vent - Drawing for this will be supplied by E.

(c). The scheme in question which E. will produce will give a detachable stone guard and remove any necessity for soldering after the plating operation. The shell only will be plated, as the grid will be loose. The grid will be painted black and not plated. under alteration 1775/4 SS.

(d). New apron to suit altered angle of radiator, using rubber mounting, and made to suit existing holes in the frame.

(2). Exhaust System.

(a). Cutout required as the Silver Ghost type.

(b). Baffles will be fitted to the rear expansion box, as shown on HS.1073.



Right: Newly fabricated Silver Ghost cut-out valves. Yours for a mere £1100.

The Silver Ghost and Bentley 3 1/2 litre cut-outs are to the same basic design, with an oblong flap valve in a suitably shaped cast iron housing. This is bolted to the side of the intermediate exhaust pipe in front of the main silencer.

Bentley announce that their iconic W12 engine will stop production next year.



After more than 10 years in production, Bentley said it will stop making its 12-cylinder petrol engine by 2024 in a move to be fully electric by 2030.

Bentley, the luxury car manufacturer said they had made more than 100,000 W12 engines since its launch in 2002/3.

Left: The 740HP Bentley Batur.

The W12 engine will go out with roar.



Do you fancy buying one of the new Bentley Batur's? Unfortunately, all models are already spoken for, which means if you have not put your deposit down on the car, you have missed out on this 740-hp brute. Bentley will use the last remaining 649-hp W12 engines for a limited number of Speed variants. Apparently, some of these cars are still available, so re-mortgage the house and run down to your local Bentley dealer. The Batur: is named after a mountain in Bali, that is an active volcano.

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