



ROLLS-ROYCE ENTHUSIASTS' CLUB

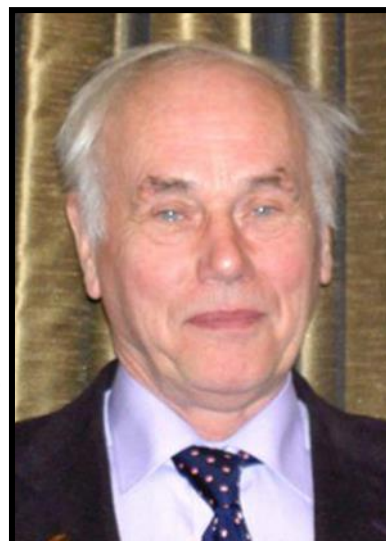
NORTH EASTERN SECTION NEWSLETTER January 2018



Rogers Ramblings

To me engineering is the Art and Science of assembling two or more components together to make a functional object. Rambling on this is my fascination with pre-war Rolls-Royces, surely the ultimate balance of art and science. The recent section AGM was attended by over 50% of the section membership, we are a small section I know, new members will get a warm welcome. I must admit to getting a bit lost in the intricacies of the vote, on whether to retain the £10 section membership fee. Thanks to Derek our deputy chairman for keeping me right, we keep the £10 fee. Thanks also to Rod for organising the AGM, and to Jackie and Jan for running the raffle.

Roger Hall, January 2018





Rolls-Royce & Bentley Specialists

**Service * Repairs * Electrics * Air Conditioning
Rolls-Royce Trained Staff * Quality Workmanship
Competitive Rates * Delivery & Collection**

Member of Institute of Motor Industry

Tel: 0191 276 5588

Fearon

**Mobile: 07973 381 888
Fax: 0191 276 6992
Foundry Lane, Ouseburn
Newcastle upon Tyne**

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

14 January	2017AGM Allerton Court Hotel Northallerton
17 January	The Old Mill, Metal Bridge
21 February	The Old Mill, Metal Bridge
21 March	The Old Mill, Metal Bridge
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 *
13 May	Hurworth Village Fate*
16 May	The Old Mill, Metal Bridge
28 May	Mark Woodward; Yorkshire Classic Vehicle Show - Ripley Castle *
16 June	Stokesley Rotary Club; Classics on Show *
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 *
15 July	NECPWA; Newby Hall Rally *
18 July	The Old Mill, Metal Bridge
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*
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
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

Winter brings bad weather and salted roads which means that most cars of the marque are garaged and cocooned against inclement weather with no events activity other than the festive and formal.

The Christmas event took place this year on 20th December 2017 at the Old Mill, Metalbridge and there were bookings from 18 households for a total of 34 people. The food was, as always, hot, plentiful and well cooked.

The AGM is, first and foremost, a business meeting at which the Committee account to the Section Membership for their management of the business of the Section during the financial year just ended. This year the AGM took place at the Al-lerton Court Hotel, Northallerton on Sunday, 14th January 2018 and was attended by 30 Section Members representing 17 households. The AGM business was conducted smoothly and included a Motion to discuss NE Section Membership Fee Options for 2018.

I presented a paper on the subject which reflected the concerns of your Committee about the decline in Section Membership numbers over the past three years, set out a number of issues for consideration but made no recommendations in recognition that the Section Membership fee was introduced by a majority vote in favour of the introduction of a Section Membership fee by all those Section Members present at the 2013/14 AGM.

There were points raised by Section Members and Committee Members in the discussion, both in favour and against the requirement to pay a Section Membership Fee, but when it came time to vote, Section Members present at the AGM 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.

The AGM papers included an early indication of the programme of events for 2017 which still requires work to be done on it, but is included elsewhere in this Newsletter for information.

The Report of the Secretary at the AGM advised that 2017 was my third year as Secretary and that the one issue of concern to me is the lack of engagement by a number of members in the events organised by the club. This would suggest that the events organised do not sufficiently tickle the fancy to attract those members and their cars out to play, whilst at the same time entreaties to suggest alternatives receive very limited responses. The Section exists for its members and without support from the membership to form a Committee, support that Committee in its endeavours, and perhaps most importantly of all, participate in the activities of the Section, there will be no Section.

This Newsletter is being distributed to all RREC Members allocated by the RREC to the North Eastern geographic patch. I would welcome a positive response from as many as possible such RREC members to complete the section membership form to join the Section which is included in this Newsletter.

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. The Section Membership Application Form has been amended to evidence by your signature that you are agreeing to the use of your e-mail address for the communication of RREC and RREC NE Section issues.

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 AGM stand-up/sit-down draw this year paid out 4 prizes to total £147.50.**

My thanks to all those who donated raffle prizes and also to Janice Hall for handling the sale of tickets and managing the draw to generate an income of £78.00 despite running out of tickets to sell..

Finally, whilst looking forward to a year of onward and upward success for the Section going forward into 2018, my thanks to the households that supported the Section in 2017.



Rod MacLeod: Secretary: 16th January 2018.

Heritage Classics **OF TEESSIDE**



With over 15 years experience in restoring classic and vintage cars to the very highest standards, from minor body repairs to complete body restorations, or manufacture to your design and specification.

Using traditional coach building techniques and the very best quality materials associated with the style and individual make up of every car.

Heritage Classics

3C Bowes Road · Riverside Park Ind. Estate · Middlesbrough · TS2 1LU

Tel: 01642 252040

Website: <http://www.heritageclassics-teesside.co.uk>

Email: enquiries@heritageclassics-teesside.co.uk heritageclassics@email.msn.com

Battery Problems

As the winter approaches and the outside temperature drops, problems associated with car batteries tend to become annoyingly more frequent.

A few tips:

Batteries do not last for ever. Depending on battery abuse, they need to be replaced every 3 to 5 years.

Pick your battery correctly. When you look at a battery's vital statistics, cold cranking amps (CCA) is the number that refers to how much amperage the battery can put out cold. If the number is large, that means it is equipped to handle higher demands than a battery with a lower number, which in turn means that it will perform better in cold weather when capacity is diminished.

Sealed or unsealed battery? The main reason perhaps for not using a sealed battery in an early (pre-WW2) car is because the cars charging current is not properly regulated and can continue to charge even when the battery is fully charged. Quantities of 2 to 3 psi pressurised hydrogen and oxygen can build up inside a sealed battery, this makes the perfect explosive mixture, a potentially dangerous situation. With old-style batteries, the same amount of hydrogen and oxygen is produced, but there is not a build-up of pressure, and the explosive mixture rapidly dissipates.

If the car is not in frequent use, connect a battery optimiser, this trickle charge will keep the battery in a healthy condition. Avoid rapid charging or jumping as much as possible. Always switch a charger on after connecting the leads and off before removing the leads.

Keeping the battery and connections in good condition is important. Be careful, I have seen a nasty burn, when a finger ring made a circuit between a lead and a battery.

Keep your car and battery warm. Store the car in a warm place. At zero degrees Celsius, a battery can be 35 percent weaker. So if your battery is getting to the end of its life, a sudden drop in temperature could be all it needs to fail.

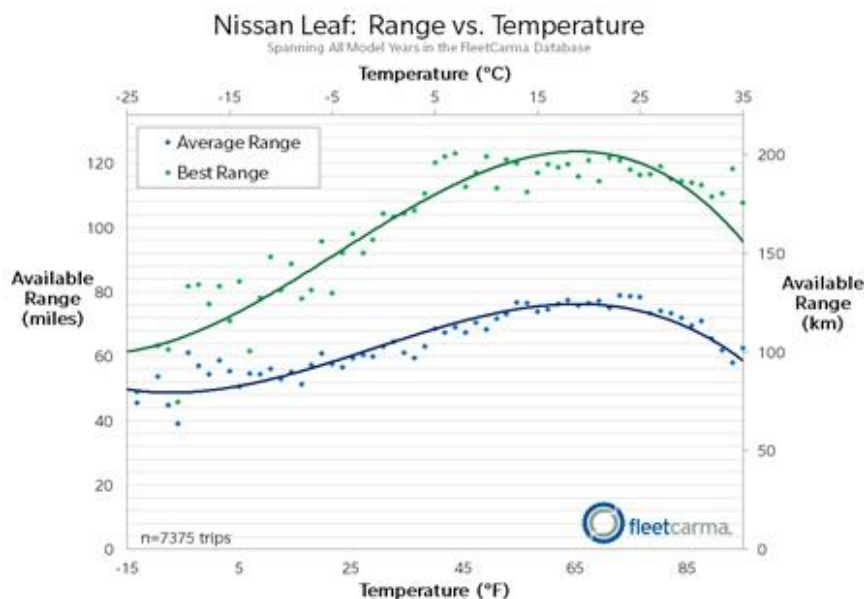
So what can you do if your battery fails?

On the older cars, use the starting handle. This reduces the strain on starter motor. A full 12 volts is now available to ignition. No high load on battery from the cold starting.

Use "Jump Leads". Be very careful when using "Jump Leads". Battery explosions are a possibility. These are caused by high current charges or discharges, together with a spark which can be generated internally in an old battery in poor condition, so always connect the positive to the flat battery first and the negative to the engine or frame, not the battery to avoid arcing at the battery. Then connect the other ends to the power source.

Charge the Battery. When using a battery charger to charge a battery, make sure there is sufficient ventilation. If trying to regenerate an old dead battery for safety reasons, do it outside! Hydrogen is lighter than air and will dissipate in an open area.

Remove the battery to a warm place for a couple of hours may solve a non-starting problem!



Peter Charlton

For those who have an electric car, or thinking of buying one, see how the range is affected by temperature.



JCT 600



Winner of the Jack C Tordoff Trophy at the
North of England Rally at Harewood 2008
For the Best 2-door Car in Show

1957 Bentley S1 Continental H J Mulliner Coupe
Owned by John and Shelley Royce, of Barnsley

- In true traditional philosophy 'right first time'
- Over 130 years Bentley experience ● Using the latest automotive technology
- Superb location and excellent parking facilities ● Discount for R-REC members
- A vast range of parts and accessories ● The confidence associated with an established group
- An unparalleled level of service

JCT600 Leodis Court

102 Gelderd Road, Leeds LS12 6BY

Telephone 0113 2440600 Fax 0113 2442100

Parts Direct Line 0113 290 6400

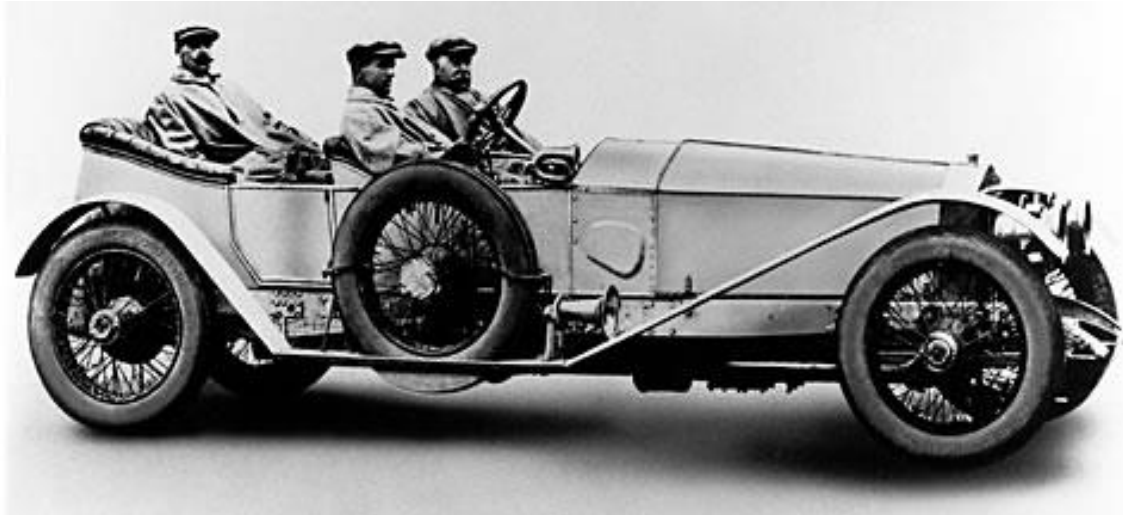
paul.lindley@jct600.co.uk www.jct600.co.uk

Rolls-Royce.....The Fastest Car in the World??????

In 1905 Rolls and Captain Percy Northey entered two Royce 20HP cars in the very first Isle of Man Tourist Trophy (Isle of Man TT). Unfortunately Rolls withdrew due to gear box troubles, but Captain Percy Northey finished second in the race, averaging 33.6 mph over the 208 mile hilly circuit, taking six hours, eleven minutes and twenty three seconds. The following year Royce entered the race again, this time he won Tourist Trophy with the convincing margin of 27 minutes. Rolls was a keen cyclist, motor cyclist, car driver, balloonist and aeroplane pilot, the first to make a double crossing the English Channel. He broke the land speed record, as early as 1900 in a Panhard, he won the 1000 mile reliability Trial. Rolls died on the 12th July 1910, in a powered flight accident. He was the first person in Britain to be killed in a powered flight accident.



1906 seen the development of the six cylinder 40/50HP. After the production of the twelfth 40/50, the car was to be called, "The Silver Ghost". On the 11th. December 1906, the two separate companies of C.S. Rolls & Company and Royce Limited amalgamated to form the company, Rolls-Royce Limited. May 1907, Claud Johnson the first ever secretary of the Automobile Club and former partner in the C.S. Rolls & Company, entered a 40/50 HP in what was to be known as the 2000 mile Scottish Reliability Trial, driving between London and Glasgow, for which the motor car was later awarded a gold model by the RAC. The original idea was to drive 10,000 miles without stopping the engine, but the Silver Ghost proved so reliable that Johnson decided to do further endurance trials. The target was raised. Despite a stall at 629 miles, when rough roads shook the petrol switch to the off position. The Silver Ghost under the supervision of the RAC, ran faultlessly for 40 days and nights. This set a new World Endurance record in July 1907. The RAC called a halt to the proceedings at a distance of 14371 miles. £2. 2s. 7d. was sum required to strip down the car and then put the car back to, "As New" condition after the record.



Chassis No.1701 with Ernest Hives at the wheel of the, "Sluggard".

On July 7 1910, Claude Johnson, now the General Managing-Director of Rolls-Royce accepted a challenge laid down by rivals Napier. Napier's distributor, Selwyn Francis Edge, entered a 65HP car in an RAC observed 799 mile run from London to Edinburgh, that was driven entirely in top gear, with four passengers and luggage. The 65bhp Napier 'Silver Bullet' managed the feat with an average fuel consumption of 19.3 mpg.

Rising to the challenge, Rolls-Royce responded with a nearly standard Silver Ghost chassis clad in an attractive, lightweight tourer bodywork, known as chassis No.1701. A higher compressed engine, and a larger carburetor, were the only mechanical modifications. 1701 outshone the Napier on fuel consumption, 24 mpg and in a timed flying half mile run at Brooklands, it beat its rival, 78.26 against 76.42 miles per hour.

In 1911, 1701 was rebodied to an aerodynamic single-seat body, with a high ratio axle. The car now called the Sluggard, was clocked at 101.8 mph whilst doing a flying mile at Brooklands. The car was driven by Ernest Hives, who later became Rolls-Royce's chief engineer.

Further work continued to break more speed and endurance records. The next challenge for Rolls-Royce was to achieve 100 miles in one hour. Development work took place on the car, but the costs started to escalate out of control and when the estimation on the final cost was put to the company, the project was ended. Who knows; what if the tragic events on the 12th July 1910 did not take place, perhaps the development work may have continued further?

Nether less, in 1913, A Silver Ghost won the Spanish Grand Prix. In the same year, The Silver Ghost's versatility became legendary, with the car winning every reliability trial and continued breaking distance records, the car dominated the Great Alpine Trial.

Rolls Royce is synonyms with the title: "The Greatest Car in The World". This was printed in the Times in 1910.

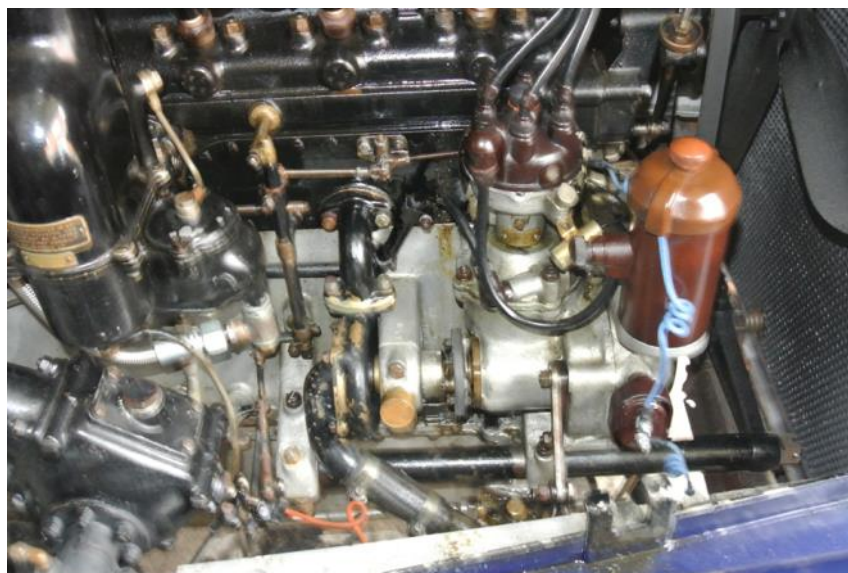
Peter Charlton

How to avoid the grease staining on your pre-war engine.

Ever had a water leak from the shaft on your water pump?

Does your water pump spray grease onto your engine and bonnet?

Allan Fishburn has come up with an ingenious, yet simple solution. Replace the original Rolls Royce designed packing with a modern hydraulic seal.



If your car has this problem, before you remove and then attempt to do this job, first check that you are using the correct type of grease in your pump. You need to use, “Water Pump Grease”. Regular grease is not viscous enough to seal the shaft. Using the correct grease, may solve your problems without much effort.

Graphite gland packing with the two Hydraulic seals



First drain water from engine. Remove the two nuts holding the screw down greaser housing. Disconnect the water pump coupling nuts and lastly the nuts, bolts and pipe clip from the pump's in and outlet pipework.

Once the pumps is off the car, tap the drive coupling off the splines on the shaft, remove left-hand threaded gland nut, remove body nuts and then split pump body.

Once the body is split, all will be apparent. If the impellor is worn or damaged, or the shaft is scored, these items will have to be replaced with new before proceeding to change seals. Hopefully there is not any internal wear or damage and you can proceed to change the seals with out occurring too much expense, internal parts can be very expensive, an exchange unit may or a 20/25 cost well over £700.



Water pump overhaul kit that includes paper gasket, shaft, impeller, lead and brass bushing,

The bushings and the new hydraulic seals can be assembled on the shaft using a good helping of grease. Insert the shaft into the pump, then screw on the left-hand threaded impeller. You can insert the bushings and seals into the pump without the shaft, but when you come to inserting shaft, slide the tapered impeller end in, inserting the blunt drive end may damage seals.



Above show the lead bushing, hydraulic seal, spacer, seal, brass

The seals and bushing on impeller



Reassemble the pump body with a new paper gasket. Screw on gland packing nut, push the drive coupling onto the splines of the shaft. Mount pump and attach grease housing. Attach coupling. Connect the pump's pipework to engine. Fill the radiator with a mixture of water and antifreeze. Car is now ready to proceed.

Members Cars: “The Other Woman”.



Many members own very interesting non Rolls-Royce or Bentley cars. Geoff and Sheila Mansfield have sent me three pictures of their excellent 1950 Mk.V Jaguar. If any other 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

The Sir Henry Royce Memorial Foundation Heritage Weekend at The Hunt House, November 2017

I had a very interesting and informative weekend at Hunt House, where I attended the Sir Henry Royce Foundation Heritage Weekend in November. The first day started with a informative talk about W. O. Bentley and his cars. The day continued with further fascinating talks by Jonathan Wood and Victor Riley. The day concluded with an excellent meal and drinks in the conservatory at Hunt House. This is where the real business takes place. Meeting and socialising with some very nice people. Talking with members and officials of the club.



Day two started with a riveting talk by Peter Grieve. Bradford based Peter specialises in the Merlin/Meteor designed engines. You would have probably seen Peter before, if not, you would have heard him. He is the guy who ran that very noisy Rolls Royce V16 engine and prop at Harewood House. Malcolm Tucker and then Tom Clarke the editor of numerous Rolls Royce and Bentley books, concluded the weekend's events. Hunt House is always a very interesting place to visit, apart from this Heritage weekend. Hunt House run technical seminars throughout the year, so that you can learn either the essentials, or further your knowledge about your specific car. *Peter Charlton*



Christmas At Metal Bridge



*Christmas Dinner at The Old Mill, Metal Bridge
Wednesday 20 December 2017*

WELFARE.

I have heard that Ray Andrews is not very well at the moment. Ray has been a member of the club for nearly 30 years. I know that a lot of members know Ray and Margaret. I am sure we all wish Ray the very best.

Gordon and Margaret Blacklock at the AGM at the Allerton Hotel. Gordon a member of the RREC since 1963 celebrates 55 years as a member this year.



Jackie and Martin Vinson are proposing a Start of Season Lunch to be arranged on Sunday 18 March. At the moment the idea is to visit the Manor House Hotel in West Auckland for a three-course lunch, which should cost £16.50 per head, including a gratuity. We will be visiting the hotel ourselves, probably on Sunday 4 February, in order to finalise the details, following which a booking form will be circulated, and uploaded onto the website.

Many thanks
Martin



Do not run foul of the Law.
Driving Licence.

Your driving licences expires at 70 years of age, so when you reach 70, you need to renew your driving licence if you wish to continue driving. You then need to renew it every **three years** afterwards. The DVLA will send you a reminder and an application form to renew your licence as your 70th birthday approaches and then every three years afterwards when your licence is due for renewal. If you do not renew your licence, you will not legally be allowed to drive after your 70th birthday. If you carry on driving, your driving licence and motor insurance would not be valid, and you would be committing a serious offence which carries stringent penalties, which could include a heavy fine and having your car seized by the police.

For Sale or Wanted.

For Sale:

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

20/25 HP Dynamo. £350. Phone: 07906163427

Pre-War Rolls Royce dash clock, keeps good time. £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 Radiator, re-cored. Offers. E-mail: petercharlton1@yahoo.com

Wanted:

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

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

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

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.

90's 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

Many thanks to Martin for monumental work over the years as Editor of the News Letter. I do not think I will come anywhere near to fill his boots.

As an introduction: I have been a continuous member for the RREC for 25 years, I was sure it was more, but I think I may have missed my subs one year. My first RR/Bentley car was a Bentley TI. Once I seen the older pre-war cars, I fell in love with them and bought a PII. I have upgraded and added cars over the years. Recently I have bought and restored 20/25's, they are easier to drive than the larger horse power cars.

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

Also, lots of members including myself own non-RR or Bentley classic cars. I would like to introduce a section in the News Letter that feature members, "The Other Woman".

If readers have any ideas, comments or articles, please contact me by E-mail on:

petercharlton1@yahoo.com

WANTED
ROLLS-ROYCE AND BENTLEY MEMORABILIA
MASCOTS HANDBOOKS ETC
Ring

Flying Spares

New | Reconditioned | Recycled
www.flyingsparses.com



Worldwide suppliers of quality post-War Rolls-Royce and Bentley parts



Discount for
all RREC Members

Tel: 01455 292949 | Email: sales@flyingsparses.co.uk | Fax: 01455 292959

John Duckworth Funeral Directors

Telephone 0191 516 0202

All areas covered

Four generations serving our local community

Licensed funeral directors

Award winning funeral directors



Pictures of the AGM at the Allerton Hotel



Nick Clarke receiving the Ray Horsby Trophy Jackie Vinson receiving the Mc.Garr Trophy

