

ROLLS-ROYCE ENTHUSIASTS' CLUB

NORTH EASTERN SECTION NEWSLETTER January 2024



<u>Rogers Ramblings</u>

Here we are again at the end of the year. With Covid becoming a distant memory. Fuel prices have hopefully peaked and on the decline. Hoping the conflicts in the Ukraine and Jordan will shortly come to an end.

Wishing all section members a Very Happy Christmas and a healthy and happy New Year.



Roger.

December 2023.



On a recent trip to Thailand this brand-new Rolls-Royce Silver Ghost EWB was spotted in the street. It looks to me that the western world's economy is stuck, but in the far east, more and more people are getting very rich.



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DATES FOR YOUR DIARY



Noggin and Natter evenings are held on the third Wednesday of the month from

16 Section members attending The Old Mill

7.00pm 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, Sections. From the map of the UK mouse over North East shaded area and left click, follow the link to the North East home page. Scroll down this page and click http:// www.rrecnortheast.org.uk to open our section website home page in your browser, Alternately, Google rrec-northeast, and open the home page from the link: http://rrec-northeast.org.uk

ROLLS-ROYCE ENTHUSIASTS' CLUB - NORTH EASTERN SECTION EVENTS PROGRAMME FOR 2024

21 ^{st.} January	Section AGM— Solberge Hall, Northallerton.
14 ^{th.} April	Start of season run & Sunday lunch at The Queens Head in Finghall.
12 ^{th.} May	Hurworth Grange Community Centre Classic Car Show.
2 ^{nd.} June	West Hartlepool Football Club Classic Cars on show
15 ^{th.} June	Stokesley "Classics on Show". Stokesley Showground
21 ^{st.} –23 ^{rd.} June	Annual Rally & Concourse d'Elegance at Burghley House in Stamford.
30 ^{th.} June	Raby Castle Classic Car Show.
7 ^{th.} July	Visit to Thorp Perrow Arboretum & Bird of Prey Centre in Bedale.
18 ^{th.} July	Visit to, "The Motorist" at Sherburn in Elmet near Leeds.
21 ^{st.} July	NECPWA Classic Car & Concours Rally and Autojumble at Newby Hall.
10 ^{th.} -11 ^{th.} Aug	Croft Circuit Race weekend and Classic Car Show.
24 ^{th.} August	Ingleby Arncliffe Classic Car Show near Northallerton.
11 ^{th.} December	Christmas Party at The Old Mill. Metal Bridge.





Two of the cars on display in the ballroom at the Grosvenor Hotel in London. The Silver Cloud on the right has had an electric conversion.



Year book Launch at the Grosvenor Hotel 6^{th.} October.

"Strive for Perfection" the 2023/24 RREC Year book launch.

Below: Cars on display at the event.





CONTACT POINT COMMENTS

I was so relieved when the Covid restrictions started to be lifted and events started back up. Apart from the obvious, I now have something to put in the Newsletter. Generally, in the summer time, I have no problems to fill the Newsletter, but as the nights get longer, the events get less frequent, it then becomes a struggle. It is now that I now have to rely on Section Members to give me their contributions. So please, please keep them coming. Recently I had a very interesting email from a Dutch gentleman. He wanted to know more about an ambulance I featured on the front cover of the Newsletter over two years ago. This highlights to me how important our sections website is and what good work John Harrison does on the website behind the scenes.

Rod MacLeod. December 2023.



Seasonal greeting to all readers. May you all have a happy and healthy New Year.

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Winter is Here.

Have you remembered to either top up your anti-freeze, or put some anti-freeze in your car's cooling water system? There are three main types of anti-freeze, but what type should you use?



IAT = Inorganic Additive Technology.OAT = Organic Acid Technology.HOAT = Hybrid Organic Acid Technology.

Above: The biggest crack I have ever seen in a 20/25 cylinder head

DO NOT USE OAT INHIBITED COOLANT IN YOUR ROLLS-ROYCE OR BENTLEY MOTOR! UNLESS YOU HAVE A BENTLEY GT.

The use of Organic Acid Technology (OAT) as an anti-freeze is inappropriate for use in any Rolls-Royce or Bentley engine, other than the latest Bentley GT and Goodwood Phantom.

The officially recommended coolant for V8 engines is a 50/50 solution of water and ICI 007/400F anti-freeze. Still available from any Official Bentley Main Dealer.

Bluecol 2 year (blue) antifreeze is IAT & the appropriate product for 20HP etc. Fernox Alphi 11, is a central heating product. It's propylene Glycol with corrosion inhibitors suitable for heating systems. So this covers materials like copper, brass,

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.

Welsh 20mph speed limit.

This controversial law came into force in Wales on September 17. A poll shows at just 33% of people support the policy, while 61% are opposed to it.

The "grace period" for people breaking the new 20mph speed limit is coming to an end.





A petition calling for the Welsh Government to cancel the 20mph law has also become by far the most signed in the history of the Welsh Parliament.

No, it is not a new compact Rolls-Royce.

Look closely, the car is actually a VW Beatle that has been made to look like a Rolls-Royce.





Tees Cottage Pumping station. Sunday 8^{th.} September.



On Sunday 8th October the section visited the Tees Cottage Pumping Station. The station is a Victorian waterworks in Darlington in the Northeast of England, that began supplying water to Darlington in 1849. There are two completely original pumping engines in full working order and are displayed fully running. One engine is a two-cylinder compound steam Beam Engine, still supplied from its original Lancashire boilers and driving its original pumps. The other engine is a two-cylinder Gas Engine, the largest preserved example in Europe, also driving its original pumps. The event attracted 70 cars and 40 motorbikes.

Tees Cottage Pumping station cont.



Graham Armstrong, driving a 1934 Park Ward bodied 20/25. The family have owned the car for 40 years. In the back of the car is Graham's dad, 94-year-old Howard.

Tony and Audry Gray in their 1936 4 ¼ Park Ward bodied Bentley. The car is running very sweetly now after a winter engine re-build by Tony and his son Ben.



Famous stunt driver and very good friend of the section Russ Swift, attended in his 1937 Jaguar SS100. The car completed the Montecarlo Rally in 1937.



For Sale or Wanted.

For Sale:

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

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.



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

WANTED:

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



Bentley special for sale at Mathewsons on 17th. November, 1949 4 1/4 litre. Bentley Mk. 6. Unfortunately the car failed to reach its reserve and was unsold. Still a very interesting car. Bentley "Special" for Sale, at Mathewsons.







Allan and I met Mathew Cowdery a 45-year-old specialist ash frame coach building based in Harrogate, North Yorkshire. He originally trained as a traditional boat builder/carpenter with the Boat Building Academy in Lyme Regis in 2006 and learnt how to make traditional boats and furniture. Matthew had never picked up a chisel before this moment, however through excellent training and a very handson approach to carpentry and boat building he was able to complete the course as a qualified boat builder. However, he later went onto train as specialist ash framer on pre-war cars and has continued to do so for the last 15 years.

Classic cars have been a feature in Matthew's life from an early age as his father Colin Cowdery had a passion with them and always owned one. Over the years his father has had 5 pre-war Bentleys and owned various Rolls Royce. They have always fascinated himself; he remembers his father racing his cars at Silverstone and various other places within the UK when he was young boy.



Matthew Cowdery a 45 year old Ash Frame coach builder. New to the area, based in Harrogate.

It was through his family connection with classic cars that led me to meet Tim Hastings from Oxford, the founder of H&H Coach building, after completing his boat building course. When he met with Tim, he was 80 years old and had over 40 years' experience of building ash frames on vintage cars. Tim was an eccentric man, with a sharp eye for detail and had a similar passion with boats. As his apprentice he was very lucky that he was able to teach me how to build these wonderful frames in the traditional way they were made so many years ago. Matthew gained invaluable tuition (and the odd off cut thrown at my head) from Tim and this led to him being able to continue to combine traditional carpentry with the latest techniques. He continued to work with Tim until he passed away at the age of 86.





The rest as you say is history, he is currently building body number 48 on a 4 $\frac{1}{2}$ ltr. VDP open tourer Bentley.

Matthew has just completed a 6-month project building a Boat tail body for a lovely RR silver ghost with decking across the top of its tail as seen in the pictures. His next project is another Barker torpedo body sunbeam. He has been a sub-contractor for all the Bentley specialist restorers in the country and recently was an outside advisor for Bentley motors on their current vintage line of cars.

If any of you require any ash framing, boat building or specialist furniture making Cowdery's Carpentry and Coach Building

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Beckwithshaw, Harrogate, HG31QA

E-mail: <u>mattcowdery@hotmail.com</u> Tel: 07949432040





Rolls-Royce Spectre

Rolls-Royce say the Spector will have a range of 323 miles between charges, this is courtesy of a 120kWh battery. Incidentally this battery is one of the largest of any production EV. The battery is capable of charging at speeds of up to 195kW. Now this raises a couple of questions. Where would be the nearest charger to charge this beast at a speed of 195kW? Also, how long will it take to fully charge the car from home using a single-phase charger?

The Spectre produces 577bhp, well placed to take on today's most potent road going EVs, with a 0 to 60mph time in less than 4.5 seconds.

Tipping the scales at just under 3000kg, the Spectre is comfortably Rolls-Royce's heaviest car yet. This poses a couple of challenges. Firstly suspension. Not to mention the tyres, how much are these going to be? Still at half a million euros, if you can afford the car, you can afford the tyres. Then where do you get the beast MOT'ed? At over three tons, the car is far too heavy to go on your local MOT test centres lift.

The added benefits of an under-floor battery also include a totally flat cabin floor, low seating position and "almost 700kg of sound deadening" between the occupants and the road.

They say size does not matter. Well, that may be the case. The Spirit of Ecstasy on the Spector is the smallest and most aerodynamic ever made.

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November Mathewsons Auction results. Pickering.







Rolls-Royce Silver Shadow II. £8850

All sold cars are subject to commission, plus VAT at 20%

2001 Rolls-Royce Silver Seraph. Unsold.





1965 Bentley Continental. £73000.



1996 Bentley Turbo R LWB. £6700.



2006 Bentley Continental Flying Spur. £14250.

There was 12 Rolls-Royce and Bentley motors car in the November Mathewsons action. As a barometer, I thought it would be interesting to see how the cars sold. Overall the prices were down across the whole range of cars. This may be due to the time of year.



Mathewsons November Auction Cont.



2007 Bentley Continental GTC. £15000

1986 Bentley Brooklands Auto. £20000



2005 Bentley Continental GT Auto. Unsold.







1934 Rolls-Royce 20/25. £27500.

1986 Bentley Turbo R. £2800.



<u>Christmas Party at The Old Mill near Coxhoe</u> in Co. Durham13th December 2023



The majority of members and guests arrived from around 6.45pm, firstly having drinks at the bar and a chat before moving to the conservatory to enjoy their Christmas Fayre.





Christmas Party cont.

Some members attending were Rod & Dylis MacLeod, Francis Dodd & party, David & Elizabeth Younger, Jim & Janet Clark, Nick & Anita Clark (not related) and importantly Margaret Blacklock, the wife of the late Gordon, a past President of the North Eastern Section and a great stalwart of the RREC. Roger Hall, John Harrison, Tony & Audrey Gray and Mr Colin Bayley, a new member who recently joined the RREC at the end of October 23 were all there adding to a total of 30 members attending the event. Once we were all seated, the wait



Well, it seemed like a good idea at the time! Ian Tanfield - C Eng MIET

Some 27 years ago I acquired GRO47, a 1937 25/30 Thrupp & Mabley bodied limousine, unfortunately she had had a hard life and was in the need of a full restoration. Fast forward some 26 years and my daughter announced that she was going to get married and need GR047 to be ready to transport her on the wedding day. Unfortunately, in those intervening 26 years life had got in the way! Three Children, houses, and my career as an aero-systems engineer in the military had all served to severely delay the restoration process, but now I was left with no excuse and had to crack-on and get it sorted. Fortunately, shortly after acquiring GRO47 I was lucky enough to attend a small horsepower seminar at the Hunt House. Of the many excellent lectures, I will never forget being fascinated with a lecture given by Steve Lovett (from Ristes) on the ravages of time, especially on pre-war cars, leading to the restriction of the engine internal waterways by rust. Speaking to Steve after the lecture he explained that over many years the internal waterways of the cast-iron cylinder block and head corroded up due to lack of corrosion inhibiters in the coolant. Steve impressed on me that removing this corrosion was a task that needed to be undertaken on cars of this age even if anti-corrosion inhibitors had been used in the coolant system for many years and waterflows appeared healthy. With Steve's words ringing in my ears this was a task I resolved to undertake during GRO47's restoration. In addition, with the wedding looming I knew the time to act had definitely arrived. Having never done anything like this before I did some quick research and read some old articles in the RREC Technical Manuals. these articles are particularly helpful and are fully recommend to anyone who is about to undertake this task. With the engine out and on removing the head from the block it was noticed that the rear water way in the block, this also acts as the cylinder head alignment pin, was completely blocked with rust and many more were restricted, unfortunately this was a just glimpse into what was about to come. With the block removed from the crankcase and laid on its side the screws were removed from the 6 water-jacket side-plates. Having read the horror stories of screw heads turning out and snaping, great care was taken and using a carpenter's brace fitted with a flat bladed bit and considerable downward force to my amazement all the side-plate screws came out without damaging any! Unfortunately, what was found beneath them can be seen below, the whole of the water jacket was solidly full of a mixture of what appeared to be rust and silt. No wonder coolant flow was restricted!



Descaling the cylinder block

Following significant scraping, digging around and flushing out it was realized that there was no way to get the waterways clean without resorting to acid descaling. Once again, advice was sought from the RREC Technical Manual (1978, article- Descaling of castiron cylinder heads and blocks - Inner Cleanliness) and having managed to obtain some 32% hydrochloric acid and caustic soda from a local supplier the task could commence. Fully kitted in protective clothing including a full-face respirator, a copious water supply and safety man on hand (**the health and safety aspects cannot be overstated when undertaking this task**) descaling began. With the block laid on its side in a plastic bath

and with tapered wooden pegs blocking all the water holes the acid was slowly introduced to the block through the side plate holes in the water jacket. See photo to right.

Having noted from the Technical Manuals there was a chance that the acid may cause the copper engine stud tubes that run



through the block to leak (although impervious to hydrochloric acid holes may appear in these copper tubes where the acid eats away the minerals that have themselves already corroded the copper) tapered wooden pegs should be readied and used to counter such leaks. There appears to be much conjecture as to how long to leave the acid to do its work. It is believed that if there is an already existing weakness in the casting prolonged use of acid may indeed cause a leak through the block walls. The Technical Manuals suggested leaving the acid for 18 hours so that was how long it was left for, topping up as necessary. Following this the acid was drained and the block directly neutralised with caustic soda then flushed through with copious amounts of water. On inspection the acid appeared to have done its job however 8 of the copper tubes were found to be perforated so it was deemed necessary to change all 26 tubes as a precautionary measure. De-tubing the cylinder block

Given the decision to re-tube the block it was necessary to obtain approximately 12 feet of 7/16-inch 22-gauge soft copper tubing. Not the easiest thing to find but a supplier, Holme Dodsworth Metals, provided a length (minimum 6 mtrs) for £56. As for removing

the old tubes and fitting new tubes the RREC Technical Manuals were once again consulted and various techniques highlighted. In the end the easiest and simplest method found to remove the old tubes was as follows: With the block sitting upwards drill down each tube Approximately ¹/₂-inch using a 27/64-inch drill bit installed in the carpenter's brace, this procedure allows slow accurate hand drilling into the soft copper tube and prevents damage to the cast-iron block. The idea is to weaken the grip provided by each tube's top swage on its hole in the top of the block and ultimately assist its removal. The results of this drilling can be seen in the photo below along with one of the perforated tubes that was removed. It is worthy of note that there was always greater corrosion towards the top of the tubes.



Turning the block face down now screw in a 7/16-inch BSF tap approximately 1 inch into the bottom of the copper tub as shown in the photo below and leave it in.



Turning the block face up insert a long drift (5/8-inch steel bar approximately 18inches long) down the tube until it stops against the tip of the tap. Using a lump hammer gently knock the tube downwards and out of the block. The advantage of this method is that the tube is effectively drawn out from the bottom of the block and does not tend to crumple or break-up inside the block. Removing the first tube took approximately 15 minutes and once the process was proved each tube could easily be removed in approximately 5 minutes. All but one tube came out complete although the last one tore around the top, this tube was the worst perforated and most corroded of all the tubes. However, the remains of the tube were easily fished out through one of the side plate holes. All the tube entry and exit holes in the block were then gently cleaned up and the fitting of the new tubes could begin.

Re-tubing the cylinder block

In order to provide confidence a short length of new copper 7/16-inch tubing was cut, and trial fitted into the block to ensure that the tubing was a good fit. Unfortunately, on inserting the tube into the first hole it was noticed that the tube arrived askew and did not align with the bottom hole. Investigation ensued and concluded that the tube was being forced out of alignment by approximately 1/16-inch due to contact with the outside of the cylinder wall. This was also found to be the case with most of the tubes that were adjacent to cylinder walls. It was concluded that although the acid had done a great job it had not managed to remove the last layer of rust from the outside of the cylinder walls. Not wishing to go through the acid process again and confident the water passages around the cylinders were totally clear another solution to removing a thin layer of rust from the cylinder walls adjacent to where the tubes run had to be sought. Following failed attempts to scrape the rust off with various thin chisels a set of small diameter long stemmed rotary files were sourced on eBay. Taking great care not to damage the tube entry and exit holes in the block, rust was carefully removed from the external cylinder wall with a rotary file mounted in a power drill thus allowing each tube to easily align and allow water to pass between the tube and the cylinder wall.

Re-tubing could now commence, with the easiest method found as follows: Cut the new tubing into lengths, it was found that 5 and an 1/8-inch (134mm) was the optimum length for the 25/30 block, then lightly swage one end. This was achieved by clamping the tube between 2 wooden blocks in a vice so as not to damage it and insert a swaging tool (made to the design highlighted in the RREC Technical Manual No4 – 1990, Notes on Re-tubing by R H Goldberg, the tool utilises a taper of 1 in 20 on diameter) into the tube until resistance is felt and give it half a turn. Take the tube with the lightly swaged end upper most and insert it through the hole in the bottom of the block and out through the hole in the top and tap the bottom of the tube gently to ensure that it remains in position. Turn the block over, face up, and gently swage the top of the tube until the swaging tool feels tight (you will soon feel and see the copper being formed into a tight seal). See photo below, however care should be taken not to over swage the tube.

Now turn the block over and complete the swage on the bottom of the tube. Additionally, and as a belt and braces sealing measure, Loctite 270 thread-lock was also applied to the top and bottom of the tubes. Once swaging is complete trim off any of the tubing that stands proud of the top or bottom of the block, the carpenter's brace with a 15/32-inch drill bit fitted was found to be suitable for this task so long as care is



taken not to damage the block faces. Repeat this process for the remaining 25 tubes and for peace of mind it is recommended that the block is pressure tested. In

this case a local engineering firm was engaged, who pressur-

In conclusion, Steve was undoubtedly correct when he said that



the block would be choked up with rust and what initially appeared to be a daunting but necessary task in reality turned out to be a relatively simple one. I sincerely hope this article inspires others with similar cars to undertake what I truly believe is vital element of preventative maintenance. All processes bar pressure testing were performed in a domestic garage with the minimum of hand-tools, the only specialist tool being the swaging tool and that was made locally by my good friend and RREC member Allan Fishburn.

The ideas and information given in this article are offered in good faith and it is purely the readers responsibility if it is actioned upon in any way.



On a recent trip to London, I saw this splendid car parked outside the Savoy Hotel.



A page taken from the "Instructions to Rolls-Royce Chauffeurs", handbook.

The instruction is about smoking in the car.

You have to appreciate that smoking was more popular in the 20's and 30's than it is today.

Smoking

Smoking is not permitted whilst driving a passenger, during waiting periods, or when en route to meet passengers. Neither must a chauffeur smoke in the car for at least half an hour before picking up a passenger and windows must be opened to remove all traces of smoke.