



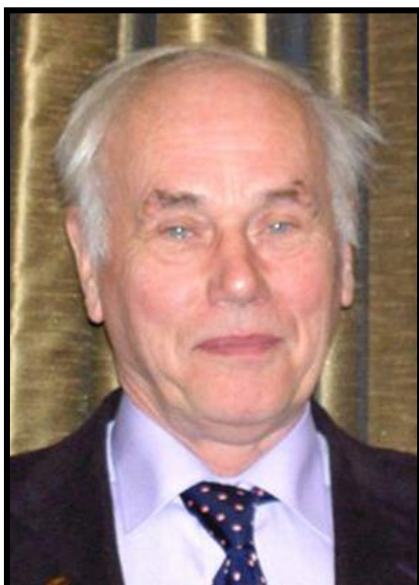
ROLLS-ROYCE ENTHUSIASTS' CLUB

**NORTH EASTERN SECTION
NEWSLETTER**



January 2020





Rogers Ramblings

Jan and I attended St Marys Church Norton, for Gordon Blacklock's funeral. A lovely old church packed with friends and family. On listening to Gordons life story I kept on hearing the words, 'Gentleman' and 'True Gentleman', to which I would add skilled and modest. I hope Margaret can take comfort in her part, a life well lived.

Roger,

The Sections Web site:

There have been a few issues with the section website. John Harrison has done some Sterling work with the internet provider. The website now has a slightly different domain name: <http://rrec-northeast.org.uk>

A Letter From Margaret Blacklock:

My family and I thank all the Section members who sent cards of condolence and the many of you who came to Gordon's funeral.

Special thanks to Alan, Peter and Steve for accompanying the corsage in their 20/25's. It was a fitting tribute to Gordon, he would have loved it.

I also greatly appreciate the luvrly bowl of flowers sent on behalf of the Section.

Finally thank you to all who so generously contributed to the charities at the church.. A total of £643 was collected to be shared between the Great North Air Ambulance and St Mary's church. Two days later in the post, I received a further £50 cheque, so I have donated all of that to GNAA.

I send my deepest gratitude to you all for your kind thoughts, words and generosity.

Margaret.

“Cars in the City”. Durham City.



Above on a bright and sunny day, David Youngers Rolls-Royce Silver Cloud III, next to Geoff Mansfield's Jaguar. The cars were parked in Durham Cathedral Palace Green on August Bank holiday, 'Cars in the City' Show.



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DATES FOR YOUR DIARY

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!

Below a happy bunch of section members and wives enjoying their evening at the Old Mill. You do not have to have a meal, but I would strongly recommend the excellent service and the meals on the menu.



Events for 2020

AGM for 2018/19 **12th JANUARY 2020** at The Allerton Court Hotel, Northallerton at 10.45am for 11.15am.

15th January: Nogg and Natter at the Old Mill Coxhoe.

19th February: Nogg and Natter at the Old Mill Coxhoe.

18th March: Nogg and Natter at the Old Mill Coxhoe.

04th April: RREC AGM and Annual Conference.

15th April: Nogg and Natter at the Old Mill Coxhoe.

20th May: Nogg and Natter at the Old Mill Coxhoe.

24 May. South of England Rally. Stansted.

17th June: Nogg and Natter at the Old Mill Coxhoe.

19–21 June. Annual Rally Burghley House.

15th July: Nogg and Natter at the Old Mill Coxhoe.

19th July NECPWA Newby Hall Rally.

1-2 August: RREC North of England Rally Harewood House.

19th August: Nogg and Natter at the Old Mill Coxhoe.

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

CONTACT POINT COMMENTS.



Here we are again at that festive time of year where adults over indulge and children rip the paper off their carefully wrapped Christmas presents. This is shortly followed by New Year celebrations where the hope is that the New Year will be better than the one just completed.

This is also a time of year when people are taken from us and it was with great sadness that Members of this Section heard of the demise of Gordon Blacklock in

the early hours of Friday, 22nd November 2019 aged 92.

Gordon bought his first Rolls –Royce car in 1963 and was a member of the RREC for over 50 years supporting this Section in a number of roles, most recently as President, a role that he stood down from just two years ago.

My abiding memory of Gordon will be the humility of the man evidenced for me at the surprise event organised by the Section to mark his 90th birthday with the help of his wife Margaret. The entrance of Gordon into the event was marked by a rousing chorus of “For he’s a jolly good fellow” which he joined into enthusiastically without understanding for some time that the chorus of greeting was for him. What a man!!

The Section Xmas Event took place on Saturday 14th December with 25 present and excellent food and drink and good company made for a night enjoyed by all. Some members elected to stay overnight at the venue carousing until the early hours but the bonus was that our current President worked very hard to recruit three new Committee Members. This will increase Committee Members from 5 to 8 which I trust will take the Section onward and upward.

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

Gordon Blacklock was well known to many people throughout the Rolls-Royce Enthusiasts' Club, and a stalwart member of the North Eastern Section since its inception in the late 1970's. His unexpected and sudden death came as a great shock to all his friends and club members and we offer our deepest sympathy to his wife Margaret, sons Graham, Rodger and their families.

As a young nine-year-old in 1963, my first memories of Gordon were 'the bloke at the end of the road with that old car'. That old car being a 1933 Rolls-Royce 20/25 in black, with the biggest radiator I'd ever seen. As a young lad I was fascinated by the vertical louvers of that radiator as they opened and closed automatically to control the engine temperature. The car was like a magnet to me, every time it was out of the garage standing on the drive I was there. What's that for Mr Blacklock? What does that do Mr Blacklock? the questions being endless. How Gordon managed to get any work done on his 20/25 with this constant barrage of questions and distractions is beyond me. But he always had time to explain all things mechanical, like the time he was performing a body off chassis restoration in his garage. I can remember laying underneath the car as he explained and demonstrated the intricate working of all the brakes and one-shot lube oil system. As my father had no interest in cars apart from driving them, Gordon was a great mentor and helped in cementing my interest in all things Rolls-Royce. Apparently at some point in time I'd said to him, "I wish you were my Dad Mr Blacklock, one day I want to own a Rolls-Royce like you".

As time passed, I was the young lad at the other end of the road with that "old van", a 1970 35 cwt twin wheeled Ford Transit (a proper roadies passion wagon) that unfortunately failed to proceed, (sorry, broke down) on numerous occasions. One time that comes to mind being Norton Village. Gordon came to my rescue and towed me and the van home, yes you guessed it, with a 1933 Rolls-Royce 20/25. What a pity there were no mobile phones in those days to record the event.

I always remember Gordon once saying to me "When you want a Royce (he'd never said Rolla), come and see me". Well some 35 years later I did just that, where he introduced me to the late Stuart Dennison from whom I acquired my first Rolls-Royce, a 1980 Silver Shadow, and joining the club at the same time. As my interest grew, I acquired a Silver Cloud 1 and 3 but I always looked back at my childhood memories of Gordons magnetic 20/25. Once again Stuart Dennison played a hand and pointed me in the direction of a potential seller of a 20/25. After a couple of telephone conversations, I received for some photographs of the car that was for sale, a 1934 Hooper Sports Saloon, now I like that I said to myself.

A week later I was having Sunday lunch with Gordon and Margaret on a North Eastern Section club event at Elvington Air Museum. I gave the photographs to Gordon to get his opinion on my prospective purchase. "That's Kevin Hoyle's car, is he selling it" he questioned me. Yes, I replied, do you know him and the car. "Why do you want to buy a 20/25" he asked. Margaret glared across the table at Gordon and said "WELL YOU DID". Gordon looked at me and with a smile on his face and a glint in his eye he said "well if you want a 20/25 that's the one to buy".

I am sure that a few encouraging words from Gordon in the right direction, secured the deal for me with Kevin of which the proof has been standing in my garage for the last 16 years. I often think about Gordon every time I put my 20/25 back in the garage after an outing. The louvers on the radiator that fascinated me as a child, never quite close even though the engine has cooled down. With a little help from my index finger, I push the louvers closed at which point I always have a little chuckle to myself and think, Gordon you have a lot to answer for! Gordon was a character who derived great pleasure from helping others, and in particular all things Rolls-Royce. He was a lovely man, a true English gentleman who will be sadly missed by all those who knew him for his loyalty to the Rolls-Royce Enthusiasts' Club North Eastern Section but in particular his loving kindness to his family and to his many friends. I will remember him for the rest of my life especially when I put my 20/25 to bed.

John Harrison.



Flowers sent to Margaret by the North Eastern Section members of the club.



Gordons pride and joy: His 20/25 as it is today:

Chassis	GHA 3
Engine	T 8 W
Off Test	November 24 1933
Registration mark	NJ 2933 (East Sussex CC 1934)
V5C	CD 292 8282 Document reference 5334.843.6633
Coachwork	By James Young 4 door 4 light Saloon
Colour	Black

Below the engine that Gordon rebuilt.



Beamish Car Show.

Beamish Museum was used for one of the back drops drop for the latest Downton Abbey film. The film is set in 1927 and has been a huge box office success.



The Beamish car show was much changed this year, due to the poor weather. Flooded grounds meant the main show field was out of use.

Consequently, the show was held on the grass to the left in the field, between the goods yard and the shows roundabouts and stalls. I was there early as usual and bagged a prime spot for club cars with negotiated permission of NECPWA marshals. Cars started to drift in by in from 09.00 with the bulk formed up by 10.30. No further RREC members were in attendance by 11.00 so I relinquished the last reserved place to a '67 BMW motorcycle and sidecar.

The main display area was full but total attendance was low (sub 200). Spectators were kept away by the weather but this resulted in no queues in the cafe (scones both cheese and fruit excellent), sweets in the shop easily purchased, bakery products freshly made with a good selection to hand. Davies fish and chips plentiful with seating available and space at the "Sun Inn" available for hand pulled beer and the pickled eggs as good as usual.

The "new" 50s village is making good progress and shows be open in 2020. The newly formed (from talented volunteers) 6-piece brass ensemble gave their first concert in the pit village meeting hall and were well received by a small audience. In the church 40 odd members of the Shinney Row male voice choir were gave good harmony and the average age exceeded that of our club.

That was the good news. Now for the bad. It rained more or less all day and while only 1 or 2 wanted to leave by 2.00 most stayed a little longer. By 16.30 the field was only populated by a few organiser's cars. I struck our flag at that point and departed from home. On the way out I noted the grass on the showfield displayed no evidence of any car's presence.

Exclude the rain & it was a good day. *Bernie Surtees.*

Bernie's car next to an excellent 1967 BMW combination



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Waking GPS9 from her slumbers

GPS9 was purchased for £200 in 1958 by Colin's grandmother. The car has remained in the same family for 61 years. The car has done many continental tours and Beamish trials. In recent years the car was put into storage. The present custodian of the car, Colin Elstrop of Rippon Burn Nr. Consett, intends to wake this gem of a car from her slumbers.



GPS9 showing a recent rewire.



GPS9 was built in 1931. This launderette bodied car was one of the last cars to be built by Maythorn. & Son.

John Maythorn founded a coachbuilders workshop in Biggleswade in 1842. In 1854 he was described as a, 'Coach Builder and Harness Maker'. In 1885, Kelly's Directory described the business as, 'John Maythorn and Son. Maythorn bodied cars for Rolls-Royce Daimler and Bentley, but they also worked on Bugatti, Delage, Mercedes, Minerva, Lincoln, Hispano Suiza, Lanchester and Armstrong Siddeley. They even constructed a car for Prince Albert (later King George VI), The firm, Maythorn & Son Ltd became a subsidiary of Hoopers Coachbuilders in 1920. Frederick Maythorn died in 1928. The Pressed Steel Company of Great Britain opened their factory at Cowley, Oxfordshire beside the Morris Motors works in 1926. This resulted in a limited trade for wooden bodied limousines' and as Hoopers now had surplus capacity, the Biggleswade factories closed and Maythorn & Son Ltd was liquidated in 1931.

Sill a few jobs to complete. The car is suffering from the effects of degraded petrol. Sticking carb jets etc. Despite that, the engine runs very smooth and is quiet.





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Do not run foul of the law.

Only two things in life that are invertible. You die and until that time you will pay tax. The exception to that rule is owning a classic car.

In the UK, cars that were manufactured before 1 January 1978 are classified as historic vehicle. Originally the UK had a 25-year rolling tax exemption for classic vehicles, however this



The 1972 cut-off for the classic road tax exemption remained in place until 2014 when a rolling 40-year exemption was introduced. To qualify, owners must fill in section 7 of your V5C registration document to change vehicle taxation class from PLG (Private Light Goods) to Historic. You must then visit a local post office, along with your valid MoT certificate and a completed V10 tax request form. Steam powered vehicles, mowers and grass cutters also qualify, but movers must only be for the usage 'only' for grass cutting. Agricultural vehicles and tractors along with some 'limited use' vehicles used for short journeys. In general, the journey should not be more than 1.5 kilometres. It should only be on the public road between land occupied by the same person. Although the road tax is free, you must apply every year for it and have valid insurance. It is illegal to have road tax on a vehicle even if it is off the road, if you do not have the vehicle insured.



CHARRIOTS OF FIRE

Original wiring removed from a pre-war Rolls-Royce showing how the old rubber insulation can perish and disintegrate creating a potential fire hazard.

I am always impressed with original vintage cars, but if your car hasn't been re-wired recently, despite how good it might look, it could be a potential fire hazard. Remembering that you cannot see what is going on inside the conduit. For me re-wiring must be essential work that should be urgently considered. The last thing you want is for you to have to tackle a wiring fire in a car, least of all, a car with a wooden frame and petrol. I have heard of two pre-war Rolls-Royces that have caught on fire in the last 6 months, because the wiring had degraded and shorted out inside the conduit. Our cars are not getting any younger and it is possible to own a Rolls-Royce that is 113 years old. I think the oldest car owned by a section member is a mere 92 years old. I guess that numerous bits of wiring have been added into the conduit over the years for brake lights and indicators that have been simply wound together and taped up. The more wires you have in the conduit the greater the heat potential. The real horror story hidden in the conduit is when the original rubber coated wire perishes and disintegrates, giving the wire the potential to short, creating an ignition source. Modern colour coded wire can be purchased, when complete a rewire can look as good as the original did when it was new.



80 plus years of use, leaving the engine with a carbon deposits all over the bottom end of the engine. This is a very dirty job, because a fresh drip of black oil and sludge will greet you every time you turn the crank shaft and remove a pair of traps.

Sludge or Bust.

The sump removed from engine and cleaned out. Once away from the engine, you could replace a worn crank shaft seal, or the cork float on the oil level indicator. Also check over the oil pump, change bearing and bushes in the starting motor. Friction plates and spring in starting motor clutch.



First of all, what are sludge traps, why were they installed and how do they work: By products of combustion are carried around the engine absorbed in the lubrication oil. Heavier products would settle out in the bottom of the sump. Henry Royce came up with the idea of using the centrifugal forces of the crank shaft rotating, to knock out and then trap particles in the aluminium sludge traps. Henry required the traps to be cleaned out every 10000 miles. Because of the advances in modern day oils, once cleaned and with annual oil changes, this horrible job need not be repeated.



Pairs of sludge traps before and after cleaning. I had the traps soaking in a mixture of solvent and petrol for two day. Even after the soak the deposits on the traps has to be dug out with a screw driver. So no way can one side be flushed out in situ.

The picture on the left shows the blocked traps and the sludge removed between traps. Traps are "Dead Ends", no oil flows through the traps.

De-Sludge or De-Coke of a 20/25 engine.

After the Northumberland weekend I noticed my oil pressure was starting to rise. Whilst traveling at 50 mph the oil pressure was showing 30 psi. I decided to do what must be the filthiest job on a Rolls-Royce, a clean out of the engines sludge traps.

Sequence:

- 1/. Disconnect brake cables and linkages.
- 2/. Remove undertrays.
- 3/. Remove the power cable and the four bolts holding the starter motor in place and then remove starter motor.
- 4/. Remove oil pump.
- 5/. Remove the linkage rail connecting to carburettor.
- 6/. Drain oil from sump. Once drained, oil filter can also be removed and cleaned.
- 7/. Removed all the bolts holding on the sump and the two large studs. There are two bolts in the area of the starter motor housing that could be missed. The holes for the studs holding the sump at the timing chest have been reamed to fit studs, so note order they came out and reassemble in same order. Once removed clean out sump.
- 8/. Remove sparking plugs. (Engine will now rotate easier).
- 9/. Start with the sludge traps at the rear of the engine. Crank the engine with either the starting handle or fly wheel the until big end sludge trap are accessible.
- 10/. Remove crank bearing shell either side of traps. Note the orientation of the shells and be careful that the slips are kept together and not mixed up.
- 11/. Try to remove the split pin on the castellated nut that holds the traps in place. I ended up shearing the pins. Remove nut and bolt, prize out one trap, I used an Allen key to do the job. Once removed the opposite end can be pushed out.
- 12/. Clean the traps and flush out the void between the traps.
- 13/. Refit the traps and shell and then move to next the next pair of traps.
- 14/. Once all traps have been cleaned and refitted, replace the sump. Smear grease to the horizontal gasket and a gasket compound to the vertical face connecting to the timing chest.
- 15/. Refit starting motor, oil pump, linkages, brake cables and undertrays.

I also removed the crank shaft sludge traps. These traps are awkward to access, I found the first pair of traps to be extremely blocked, so I continued doing all of them.

16/. Fill with oil, rotate engine using starter, refit sparking plugs. Test run engine.

I have a more detailed procedure for doing the job email: petercharlton1@yahoo.com



A cleaned engine bottom end, with traps fitted.

Even oil way were blocked with solid sludge. I am convinced that if I had not done this horrible job, terminal damage would have occurred.

The above picture shows a corroded trap. This shows how acidic the engine oil can turn if not changed out on a regular routine. I noted that the split pins that held the castle nuts in place were the way the factory installed them. (Ring of split pin in the slot of the castle nut, twisted 90 degrees and then peened over the slots). So the job had never been done before.



Phantom of the Garage



Progress Report Phantom 1 37 LC

I was very honoured to be offered the job of finishing the Mechanical side of the forgoing restoration of the now famous 1925 Phantom 1 purchased by North East member Tom Horner at the RREC Annual Rally this year. For those who are not familiar with the car of the late Michael Forrest, I suggest you Google Flying Spares and click on 1925 Rolls - Royce Phantom 1 - flying Spares. You will be fascinated by Michael Forrest's past history.

After carefully collecting the car from the Hunt House and delivering it safely to Toms family business premises in Middlesbrough, we then had to decide how to tackle the job where Michael had left off after spending 37 years restoring this fantastic Rolls from scratch. The work done can only be described as concours so we decided the only way forward is to continue with the quality of workmanship that Michael had already done.

First job was to sift through the 20 odd boxes of parts which were mainly restored and carefully wrapped in newspaper, some dated 1980's, plus another seven boxes of paper work and correspondence dating back to 1982 which to date I'm only half way through reading. The contents are fascinating and a job to put down once I start! After checking all the parts we were satisfied the car was complete so the first task was to finish the engine and get her running. The engine, which had been loosely assembled, was stripped of its cylinder head, block, carburettor and manifolds. The pistons fitted to the conrods were carefully removed from their wrappings and fitted and crankshaft damper was checked and also fitted. My main concern was the new Monoblock which Michael had made from scratch from steel, would this block expand and contract at the correct rate? The engine was assembled, radiator fitted and filled with coolant and a battery was fitted. The carb filled with petrol and a temporary ignition set up and we were ready to fire up. Another concern was the amount of modifications Michael had made to the engine, some of which were written down and others were still in his head! On throwing in the starter motor the engine spun over, fired, and away she went for the first time in 87 years, but we had to shut her down very quickly as no oil pressure showed on the oil pressure gauge!! After carefully examining the oil pipes and modifications, I noticed an extra pipe had been welded to the oil pressure regulator, this I believe after digging through Michael's paperwork was to make sure ALL the oil was filtered before it made its way to the oil galleries via the oil filter modification Michael had fitted. This extra oil pipe would bring down the oil pressure considerably so back to the drawing board! After a lot of thought I stripped the regulator and found one valve had been blanked off, this I assume was to make up for the extra pipe fitted. The other valve was seized and after a quick blast with an airline she freed off. After replacing the regulator and restarting the engine full oil pressure was gained and the engine ran like a 'Swiss watch'. The engine was brought up to temperature three times and cooled so I could be certain the new block was doing its job, which it was.



Going, going, gone.
37LC stripped down for
re-paint.



by Nick Clark.



Birmingham NEC 2019

As regards our own RREC stand its clear to see even with the excellent work our Volunteer members put in the standard appears to be in decline as compared to other club stands which are not supported by major car manufacturers. Clearly there is a cost consideration to think of but we are the Rolls-Royce & Bentley club not the Ford & Vauxhall club.

Maybe we should try and get some sponsorship from our respective Car manufacturers.





I have been going to the show for over 10 years, it's a shame that there appears to be little interest shown by our members to actually go to the classic car show even if only to support our RREC stand. Every year there are different cars and other things to see. The weather on the Saturday when we attending the show was cold outside and it was raining for most of the day, no fun if you have to walk from the car park as the bus shuttle service was poor. My own view of the show, it was not as busy as it has been in years past. This may be due to the general cost of entry it's a lot to pay for a family of four.

JIM CLARK





Old and new friends had an excellent time. Food and service outstanding. The time flew by, always a good indication that the night went well.





HO, HO, HO, Lots of fun and laughs at the Old Mill at Metal Bridge.



CHRISTMAS 2019 METAL BRIDGE



Cape Town Treats



They say that car sales are a barometer of a county's economy.

Looking through the window of the Bentley Motors showroom in Cape Town, I notice two very fine cars. All must be OK in Cape Town if you can sell expensive cars like these. Then I looked a bit closer at the Bentley Bentayga, it was a diesel.

David Evans and I had an excellent tour of the Bentley factory last year. The guy showing us round the factory told us they had stopped the production of the diesel motor some months before our trip.

Now what is happening here? We have a Bentayga that has been built over 18 months ago and it is still in the showroom unsold. Perhaps the South African economy is not so robust as it used to be?

Peter Charlton.

Memories

By Ian Hick, Chairman of the Rolls-Royce Enthusiasts Club.

We bought our Bentley Mark VI in 1972, joined the RREC at their Annual Rally at Blenheim that year and found that there we were just outside the boundaries of two Sections - the Northern, which was mainly in Lancashire, and the North Eastern, based around Newcastle.

The Northern Section seemed to include parts of the West Riding of Yorkshire so we attended an event at the Peter Black museum in Keighley and ventured over the Pennines to another one before hearing of a North Eastern event at Wallington Hall in 1973. Finding it on the map and filling up with petrol we set off on the ninety-mile journey and met a group of really friendly people we would continue to join for many more years, including Edwin Smith, Bill McGarr, Don Reed, Doug Thomas, Richard Harrison and Gordon Blacklock, and their mostly pre-war cars. We also met Wilf Davis, who lived in North Yorkshire and came up with the idea of forming a new Section which would cater for those of us living in the middle of the two mentioned above and the North Yorkshire and South Durham Section arrived on the scene. Regular meetings were then arranged at The Vintage Hotel at Scotch Corner and I got to know Richard and Gordon as we seemed to be the keenest attendees.

Over the years Gordon and I seemed to tread parallel paths in the RREC - we both served on the committee of the North Eastern Section, Gordon took on the role of Section Secretary and I, similarly, became the Yorkshire Section Secretary a few years after it was formed and, eventually we each found ourselves honoured to be elected President of the two Sections. In addition, we both became involved in the organisation of the North of England Rally at Harewood and made the annual trip across the Pennines every February to meet our colleagues from the Northern and East Midlands Sections and put the necessary arrangements in place. Gordon and Margaret introduced us to Camping du Lac at Landevielle in France and we enjoyed many family holidays together there. The wines produced in that area were particularly nice and Gordon used to pack enough bottles into his Volvo to last them through until the following year, when we returned and he could restock. Over the years Wendy and I have spent many enjoyable hours with Gordon and Margaret, always starting with a smile and a welcoming handshake, and ending with a cheery "Hope to see you again soon". Something we will never forget.



For Sale or Wanted.

For Sale:

20HP, 20/25 and Phantom engine linkages. Offers. E-mail: petercharlton1@yahoo.com
Pre-War Rolls-Royce ammeter gauge. £275 Phone: 07906068622
20/25 Starting motor. Overhauled running well. £250. Phone: 01429 421841
Phantom Ace Wheel discs for sale. £30. Phone 01429421841
Right hand drive Phantom I Dynamo. £750. Phone: 07906163427
AutoVac gaskets for Sale. Pair of top gaskets £9.99, fuel switch gasket £7.99. All £2 p&p.
petercharlton1@yahoo.com



For Sale: 1934 Rolls-Royce 20/25
Hooper 2 door Coupe. One off de-
signed car, overdrive fitted. £75000
ovno. Phone 01642551835

Wanted:

Any Silver Cloud combination spanner, Phone 01429421841.
Bakelite mushroom coil, and Ballast resistor holder Wanted. Phone 07906163427.
Any Rolls-Royce or Bentley toolbox tools Wanted. Email: petercharlton1@yahoo.com.
20/25 Temperature gauge complete with bulb. 07906068622
20HP Starter solenoid. 01429421841.
PII 20HP Radiator, must be in good condition. Phone, 07906068622
Pre-war floor mounted dip button. Phone: 01429421841.
PI Clock wanted. 01429421841.
Bentley 4 1/4 dynamo Wanted. Phone: 07906068622.
A good 20/25 Cylinder Head and Block Wanted. Phone: 01429421841.
Any unfinished project wanted, or garage cleared. Phone: 07906163427
Any RR or Bentley Bakelite electrical fittings and junction boxed. 01429 421841

Swop.

A selection of Pre-war RR and Bentley car tools and spanners that I could swop for your

Newsletter Editor's Comments .

Seasonal greetings to everyone.

Club subs due by the end of December, single membership £82.

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", or owners pets?

If readers have any ideas, comments, articles, or pictures of their, "Other Woman", please contact me by e-mail on: petercharlton1@yahoo.com



**Members
Other
Woman**

Frisky Family Three

Under the bonnet is a, V8 7 litre Shelby small block.

Colin Elstrop is the proud owner of this very unusual car a, Frisky Family Three. Made by HJ Meadows who built engines and gearboxes for manufacturers like Lagonda. The car was bought for Colin when he was only seven years old by his father, so that he could drive the car in the fields. Only joking about the engine.



Pictured at the Old Mill at Metal Bridge, the most senior member of the section Gordon Blacklock with and the two newest members of the section, Barry and Joanne Grylls of Hartlepool.

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**RREC NORTH EASTERN SECTION MEMBERSHIP FORM APPLICATION FOR
THE YEAR 1/11/19 TO 31/10/20**

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 RE-MIT YOUR CHEQUE WITH THIS COMPLETED FORM TO BE RECEIVED BY 28/02/20 TO:-

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

Wynyard Hall Sunday 13th. October.

One of the last shows of the season. The weather forecast kept a lot of car away from the event. A usually popular show had only 50 cars in attendance, including three section members. True to the forecast the heavens opened at 11:00 and continued to rain all day.



Allan Fishburn next to his Rolls-Royce 20/25



A quiet turn out of only 50 cars. People and cars kept away by the threat of heavy rain.



Rain arrives and brollies deployed. Despite the poor weather the attendees tried their best to make the most of the day. Coffee and cake in Wynyard Hall Rose garden café.

