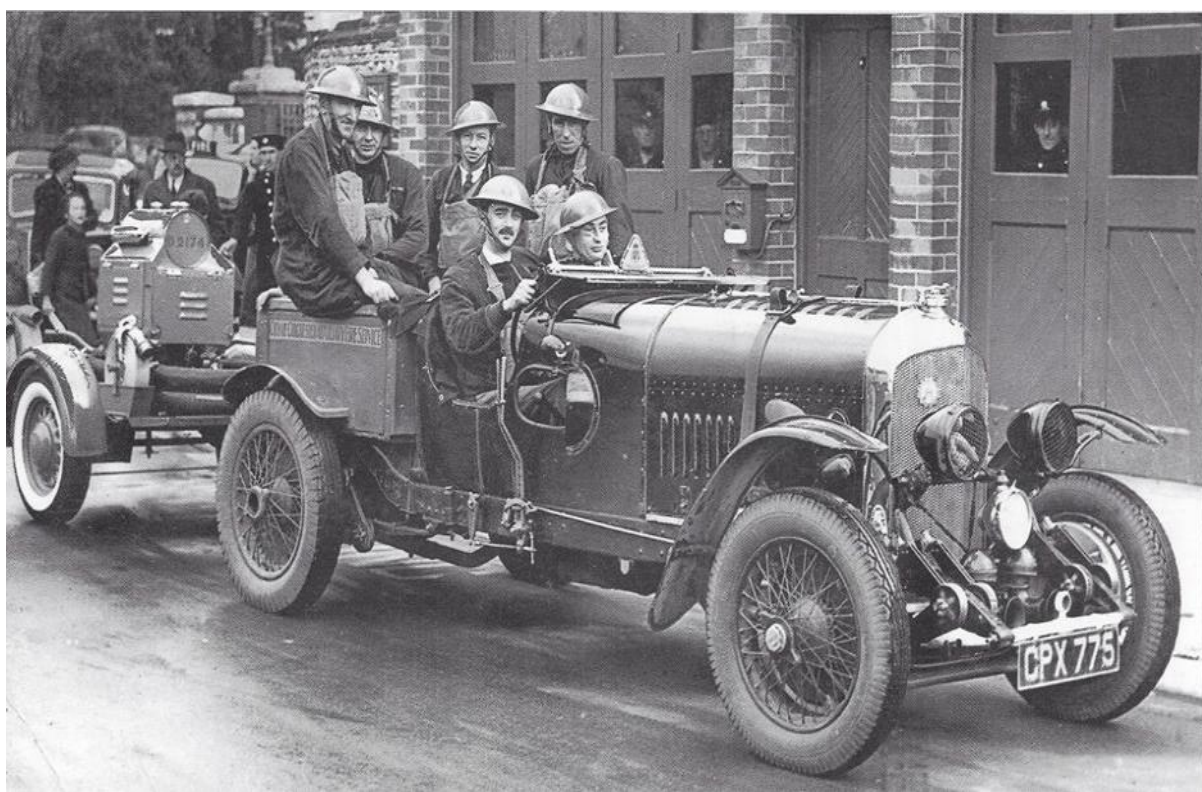




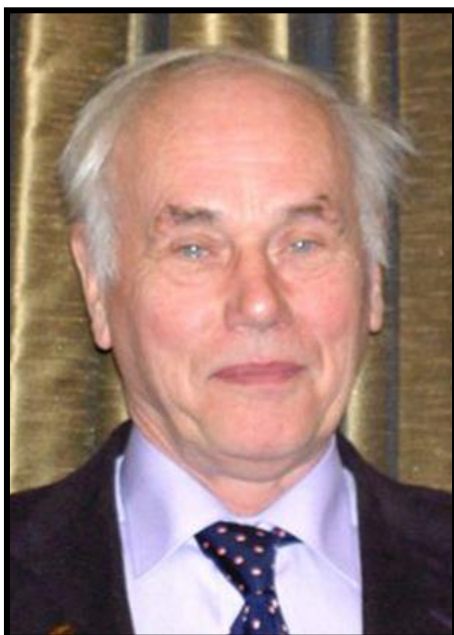
# ROLLS-ROYCE ENTHUSIASTS' CLUB

**NORTH EASTERN SECTION  
NEWSLETTER**

**July 2020**



**A Bentley converted to a fire-pump tender for  
Chichester Auxiliary Fire Service during World  
War II.**



## Rogers Ramblings

The events of the past 3 months highlight how important the social aspect of our section is to us all, we can attend to the nuts and bolts, but at this time does not seem of particular importance.

Let us hope normality returns before our section weekend at Solberge Hall at the end of September.

Keep safe.

Roger.

### **The Sections Website:**

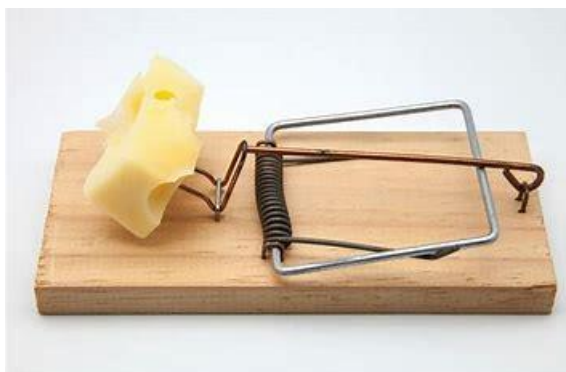
Do not forget: The website now has a slightly different domain name:

<http://rrec-northeast.org.uk>



**There's a mouse in the house.**

My Bentley S3 has been in storage for the last two years. I was thinking to my self, "It's about time I got that car out". With a new battery, fitted, I tried to start the car. The car turned over, but failed to start. My first job was to remove the air filter to see how clean it was. To my surprise I found a very large mouse nest in the air filter body. Fortunately the mesh filter saved any debris, or mice, getting into the carburettor. A quick vacuum clean managed to pick up all the nest.







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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! **Unfortunately due to social distancing, the meetings are cancelled until further notice.**

### Events for 2020

12 July: Classics at the castle, Whitton Castle, Whitton-Le-Wear. **Cancelled.**

15th July: Noggin and Natter at the Old Mill Coxhoe.. **Cancelled.**

19th July NECPWA Newby Hall Rally. **Cancelled.**

1st-2nd August: RREC North of England Rally Harewood House. **Cancelled.**

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

30 August. South of England Rally. Stansted.

16th September: Noggin and Natter at the Old Mill Coxhoe.

25th– 27th September: Solberge Hall Hotel, North Yorkshire. **As going to press, Event confirmed to be on.**

3rd to 4th October: RREC AGM and Annual Conference.

21st October: Noggin and Natter at the Old Mill Coxhoe.

18th November: Noggin and Natter at the Old Mill Coxhoe.

16th December: Christmas meal at the Old Mill Coxhoe.

As going to press, a non-club event to be held at West Rugby Club, Hartlepool, is still due to take place on Sunday 19th July. Contact petercharlton1@yahoo.com before attending.

## Bangers and Cash.

**Please note : Harewood House has been cancelled this year.**



Bangers and Cash is a series on Yesterday TV. The series documents the Mathewson's Family who organise car and automobilia auctions at their Roxby Garage in Thornton-Le-Dale, North Yorkshire. To my surprise and delight an ex section member was featured in one of their episodes. Ray Andrews from Hartlepool, was selling his beloved black Citron. He looked well as he was filmed shaking Derek Mathewson's hand. (Obviously this episode was recorded before the Corona virus epidemic started and the government guidelines on social distancing being introduced).



Much work has been done on the (Forrest) Phantom since my last report. Progress has continued with the engine now re-installed, fuel tank and steering box fitted before the dreaded Covid-19 taking hold. I was in lockdown for five weeks and now at home thinking what to do next! I knew my 20HP (GEN75) engine was passing oil on two cylinders and oil fouling the plugs so out with the engine for a complete overhaul. (See my second article which I have called my 'Lockdown engine').

## Progress report No. 3 Phantom 1 37 LC



I returned to work the second week in May to continue the restoration of the Phantom. Radiator was fitted next and water hoses connected up. The firewall was then installed together with components and the complete, beautifully made exhaust system which Michael had made from scratch was then reunited. We now have a complete running magnificent chassis with all new paint that gleams in all its' glory.



When Michael Forrest decided to restore this hidden treasure, I'm not sure what his intentions originally were. According to all his correspondence (comprising of seven boxes, each containing ten document wallets), I read between the lines that his intention was first to restore the car as an exhibition piece and take the car to shows and rallies unpainted with its' highly polished chassis, engine and components. Although I know this is probably true, I don't think it was his intention not paint the car at some stage as all the split pins in the castle nuts had not been flared, also many nuts were not nipped up so to ease dismantling to paint the chassis if and when he thought fit. Some members commented that it should be left polished and clear lacquered but if that was done you could not use the Phantom on the road because stone chipping and cracking of the lacquer would lead to moisture penetrating under the lacquer causing corrosion. In the first week of June the body shop contacted me to advise that the body was painted and ready for collection. It was carefully mounted on the chassis and the floor boards were fitted in place. Report No.4 to follow soon, watch this space!

**Nick Clark**



## CONTACT POINT COMMENTS.

The Covid 19 pandemic continues to blight activities this year with recent notification that the Northern Rally planned for the 1<sup>st</sup> and 2<sup>nd</sup> August had been cancelled by the hosts at Harewood House.

The big questions now are whether the social distancing rules will have been relaxed sufficiently to allow the Section Weekend to go ahead in September and whether there will be sufficient guests to fill all the rooms that have been booked.

I found myself co-opted onto the RREC Board as a Director when I attended the open Board Meeting held at Hunt House on 2<sup>nd</sup> March to assist the Board to deal with some governance issues just before the lockdown arrangements came into force.

The RREC Board has had a difficult time in recent months and whilst action taken has resolved that matter, that action led to calls for an Extraordinary General Meeting – EGM - to replace the existing Board. The current proposal is that to avoid an EGM, the entire Board should stand down at the Annual General Meeting – AGM - to be held on 15<sup>th</sup> August to enable a whole new Board to be voted in to take over.

The proposal is one of Revolution through a mechanism not provided for in the RREC Articles of Association, so the club is in for interesting times as this matter is progressed and hopefully brought to a conclusion without lasting damage to the Club.

Personally, as a co-opted Board Member, I will stand down as a Director at the AGM as required by the Articles of Association.

The RREC Sections have financial autonomy and are pretty much left alone by the RREC Board to do their own thing. This means that most Members are happy with the Club if the events organised by the Section are run efficiently and effectively to enjoy our cars and the associated social interaction.

I look forward to meeting up with all of you to enjoy our events when permitted to do so.

*Rod MacLeod.*

*Secretary, RREC NE Section.*

*June 2020*

### C3 and S3 Tool Kit.

Tool.	Size	Make	Number
Tray	8" * 13"		UB1305/12
Adjustable spanner.		Garlington's	UR4484
Hex drive		Britool	
Screw Driver.		Un-named	UE5082
Double ended multi spanner.		Garlington's	UE5078
Double ended combination spanner.	7/16" * 5/16"	Britool/Garlington's	UE5079
Double ended combination spanner.	3/8" * 1/4"	Britool/Garlington's	UE4485
Distributor spanner			RF6612
Tyre pressure gauge.	6 to 50psi	Kismet	RF5279
Feeler gauge			UR958
Sparking plug socket			UR5081
Pliers		Wilkinson	UR4483
Bulbs			
Rubber moulding			



### Silver Cloud and Bentley S3 Tool Kit.

The S3 and C3 tool kits are small compact and getting very expensive. You would expect to pay £2000 for a correct set. The two combination spanners are particularly rare and expensive. A pair is now advertised on an American internet auction site for \$600 for the pair. There is a rubber insert (Bottom left in picture). Lots of people think this slot in the tool tray is for a head light bulb, in fact the rubber insert fills the slot, that would be used to hold the sealed beam bulb for cars exported to America.



### AX 201

AX 201 a Rolls-Royce Silver Ghost has recently been sold. You never find what price it sold for, but Bentley Motors wanted \$75 million for the car. The car was bought by Sir. Michael Kadoorie. Sir Michael owns such

hotels as the Hong Kong and the Shanghai Peninsular Hotels.

Some 26 years ago I noticed on the RREC website that a Michael Kadoorie owned a PII, I wrote to him saying I was a fellow PII owner and was traveling through Hong Kong every month from the UK and if he wanted any spares bring from the UK for his PII, I would carry them back for him. He wrote me a very nice headed letter back, thanking me, but he had a fleet manager that looked after that sort of thing. I then realised who he was and what cars he owned. AX 201 is now housed at P&A Woods.

David Evans next to AX 201 when the car was on display in the Hunt House.





## BEWARE OF THE SCAMMERS

By John Harrison

During these unprecedented times of Covid-19 lockdown, I thought I would try and bring you a little smile to brighten your day during this period of isolation.

Just before Christmas last year I received an e:mail allegedly from a club member asking me if I could do them a quick favour. The grammar of the initial e: mail did raise my suspicions but I replied anyway asking the sender what would they like me to do? The reply I received immediately rang alarm bells!!!! After investigating the return address of the e: mail and also contacting the club member concerned my suspicions were confirmed, it's a scam, the club members address book had been hacked. I decided that it was time to have a bit of fun with this pond life scammer and see how long they would stay the course.

The following transcript is a copy of the e: mails that were transmitted between myself and the scammers over a period of 4-5 days. Unfortunately, the last e:mail I sent to the scammers that included a modified photograph (by myself) of an Amazon gift card pin number that they had originally requested is certainly **NOT** suitable for publication due to its inappropriate content, therefore you will have to use your imagination to envisage the content of the modified text on the gift card.

I hope this puts a smile on your face during these uncertain days.

From: Scammer to John Harrison

Hi, How are you?

I was wondering if you can do me quick favour

Regard, Scammer

From John Harrison to Scammer

Hello Scammer

Yes, I am fine, I have been busy today, I went to see my Mum in the care home and we watched the Panto this afternoon. I had a load of logs delivered this evening and just got them under cover so I've just managed to sit down and check my e: mails.

What is the quick favour you would like me to do?

Best regards John

From: Scammer to John Harrison

I'm sorry for bothering you with this mail. I need to get an Amazon gift card for my Niece, It's her birthday but I can't do this now because I'm currently traveling and I tried purchasing online but unfortunately no luck with that. Can you get it from any store around you? I'll pay back as soon as I am back. Kindly let me know if you can handle this so I can tell you how to send the card.

Regard, Scammer

From: John Harrison to Scammer

According to Google, Amazon gift cards are available at Tesco's which there is a branch near me. How much do you want to spend? I can get the gift cards and post it to you if you like?

Best regards John

From: Scammer to John Harrison

Thank you very much. £50 value X 6 cards total amount needed £300 , I'll appreciate what you can give if not all and I promise to make the refund once I get back home. You can get it from any store around you once you purchase the card open the pack you will see the card inside and I need you to scratch the back of the card to reveal the pin, then take a photograph of the back showing the pin and have them sent to me by E-mail so I can forward it to her.

Regard, Scammer

From: John Harrison to Scammer

Hello Scammer

I think £300 is excessive for her, I would suggest a maximum of £100.00 say £25 X 4 which I think would be a better present. What do you think? Please let me know so I can make the arrangements to get you the gift cards.

Best regards John



From: Scammer to John Harrison

Ok, I would be happy if you can get it £100.00, £25 X 4 I'll pay back as soon as I am back all you need to do open the pack you will see the card inside and I need you to scratch the back of the card to reveal the pin, then take a photograph of the back showing the pin and have them sent to me by E-mail so I can forward it to her today.

Regard, Scammer xx

From: John Harrison to: Scammer

Hello Scammer, I will not be able to get the gift cards until later this evening as I have to do a long shift at work tonight. Tesco's are open until late. Is that ok for you.

Best regards John

From: Scammer to John Harrison

Ok, No problem.

Regard, Scammer

From: John Harrison to Scammer

Hello Scammer, I am sorry but Tesco's was close by the time I got there last night, so I was going to go this morning on my way to work but when I got up the dog had been sick in the utility room during the night, so I had to take her to the vets for a check up and then go to work. I have to get some shopping this evening on my way home, so I will get the gift cards tonight. Sorry for the delay but I have been so busy at work with it getting near to Christmas.

I hope this is ok and will not cause you to much inconvenience.

Best regards John

From: Scammer to John Harrison

Ok, Let me know once you purchase the gift card.

Regard, Scammer

From: John Harrison to Scammer

Hello Scammer, I went to Tesco's tonight to get my shopping and the gift cards for you, but unfortunately as I walked towards the customer service counter the store fire alarm sounded and the security guards cleared everybody from the store. The security guards didn't know when the store would re-open if at all tonight. I could not hang around as I had to get to the vets to pick the dog up, so I did not get you the gift cards. I am off work over the weekend so I will definitely get the gift cards when I'm out and about tomorrow. Sorry for the delay.

Best regards John

From: Scammer to John Harrison

Ok.

From: John Harrison to Scammer

Hello Scammer. I went to Tesco's this morning to get you the gift cards but as I got out of my car to go to the store, one of the bolts in the knee my prosthetic leg shattered making it very difficult for me to walk, so I had to come back home to get my crutches which would then enable me to walk with one good leg. Once home, I had to hop to the utility room in the house where I keep my crutches, but to my horror, I discovered why the dog had been sick yesterday. She had chewed the end of one of my crutches rendering it useless. All is not lost I thought, I will get my wheelchair and use that. Once again, I had to hop, this time into the garage only to find my wheelchair had a puncture leaving one of its tyres flat.

I have telephoned the Mobile Mobility Maintenance Man and booked an emergency appointment to get both the crutch and wheelchair repaired. MMMM are due to come to my house this afternoon and perform the repairs to both. I am sincerely sorry for these inconveniences but at the moment I am totally house bound but at least I have one good leg to hop around. Once the repairs to my prosthetic leg are complete, I will be able to get to Tesco's tomorrow and buy you the gift cards. Best regards John.

From: John Harrison to Scammer

Hello Scammer

Please find attached copies of the gift cards as requested!

(The attachment I sent to the scammers cannot be reproduced due to its inappropriate content that is NOT suitable for publication).

**I am still awaiting a reply!!!!!!**

## Building a WO tool kit.

First job in building any tool tray is to identify the tools that go into the kit. In this case I found that task to be very challenging. There's not much information out there and I was also unable to find anyone with that particular knowledge. Eventually I found the information I required. The second task was the expensive bit, to collect the tools. I only had limited space for the kit, initially I wanted to make the kit out of two trays. I made a card board template of the size of the tray, placed the tools on the template. Immediately it was obvious two tray would not be sufficient, the tray was far too congested, had to us three.



As can be seen from the photo on the left, two tool trays would not have had the sufficient surface area, once you started cutting the slots for the tools to sit into.

Three trays, the spacing looked correct.



Trace round the tools, then cut out the slots. I used ply wood. Because some tools are larger than others, I used multiple layers of ply wood. The bigger the diameter of the tool, the more layers I required to build up the depth.



The above photo shows the numbers of ply wood layers required. On the right a picture of the layers of ply being glued together



The last check, make sure the tools fit into the slots. This is important because once the felt is applied, you can not alter anything.

The final job, gluing the felt to the trays. The three stacking tool trays are now complete.



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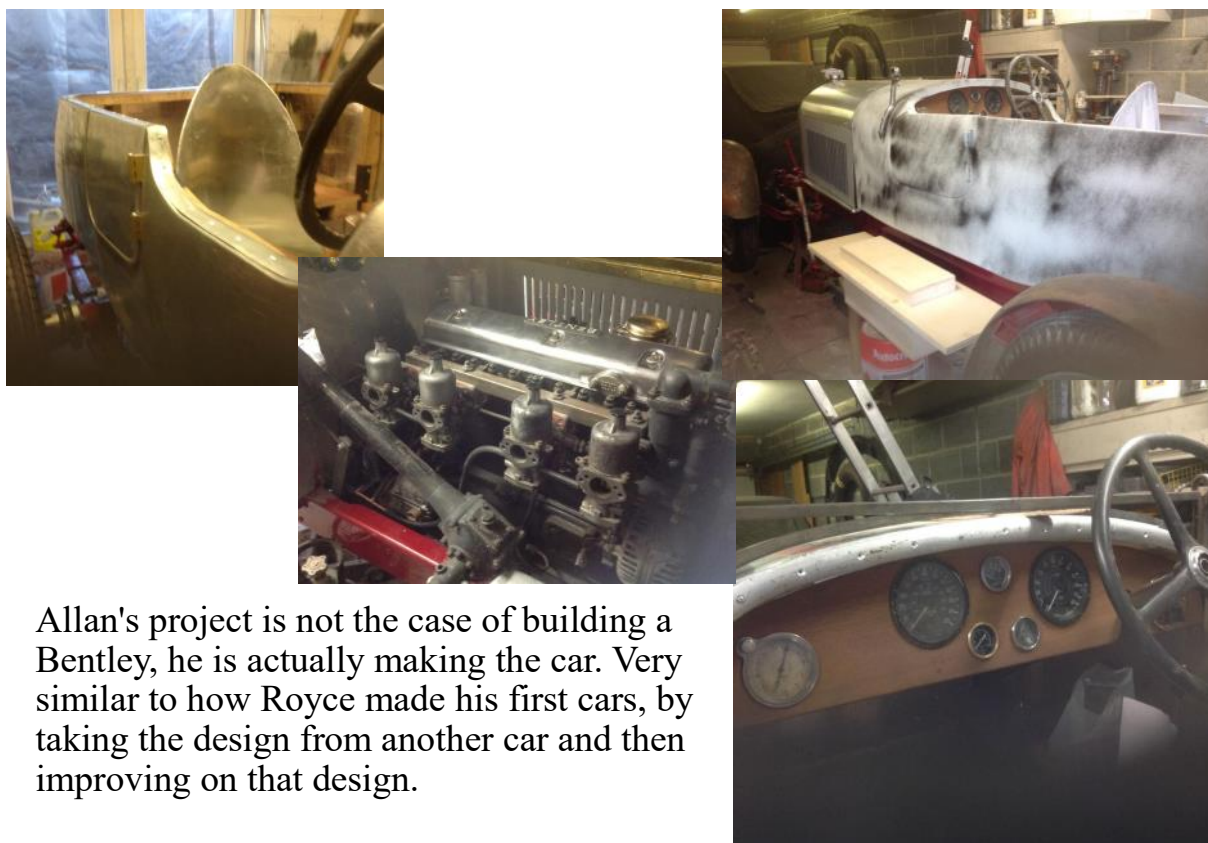


## What section members are doing during the Virus lockdown.

It has been very interesting to know what section members have been doing during the Corona Virus lockdown. House painting, gardening, lawn cutting. Keith Wickham sent me a couple of pictures of his excellent Bentley and 20HP. As you can see from the pictures, Keith has been spending his time in isolation polishing his cars.



Then you have the member that takes an opportunity to build himself a Bentley in his garage. Allan Fishburn has decided to do this monumental task.



Allan's project is not the case of building a Bentley, he is actually making the car. Very similar to how Royce made his first cars, by taking the design from another car and then improving on that design.



## Silver Cloud SU Fuel Pump.

The above picture showing the pump's diaphragms. They look in good condition. I was worried that the increase of Ethanol in the petrol may have perished them.

The picture on the right shows the points that had stuck together.



Failed to proceed in a Silver Cloud.

A quick spray of "Easy Start" into the carb and the engine splutters into life. This indicates the car's starting problem is down to fuel, rather than an electrical problem. The SU fuel pump is located on the chassis, driver side, near the centre door pillar. With the ignition on, you should hear a soft clicking from the pump until it builds up pressure. Unfortunately no clicking heard. A common problem with an ageing fuel pump is sticking points, sometimes a tap on the pump is sufficient to free the sticking points. In my case it was not, so the pump had to be removed. On inspection, one side of the pump the spring on the points had snapped, so that side of the pump had not worked for a while. After cleaning the second side worked as it should. One side is not good enough, so a new pump had to be purchased.



## Bentley cut nearly a quarter of its workforce

Not good news this month for Bentley Motors. The carmaker hopes to cut 1,000 jobs through voluntary redundancies, but also warns no-deal Brexit will deepen the already devastating Corona Virus impact.





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## Do not run foul of the law.



### **Motorists who ignore 'Red X' lane closure signs on smart motorways to be issued with a £100 fine and 3 penalty points.**

While it is illegal for motorists to use a closed smart motorway lane, police have had to catch people in the act. Highways England said thousands of motorists ignore the warnings despite the risk of prosecution, putting other drivers at real risk. This suggestion was backed up by a recent poll carried out by the RAC. It found that 23 per cent of drivers have ignored a red X sign in the past year and continued to use a lane even when they were told it was closed. Under new Home Office legislation introduced from June 2019, police have now been granted the power to penalise drivers captured by ANPR (automatic number plate recognition) traffic cameras ignoring the instruction to not use the closed lane. In addition to a fine, offenders will have three penalty points added to their licence. Highways England said more than 180,000 warning letters had been sent out to drivers who had ignored red X signs since December 2016, which appear to have not helped to curb the number of motorists who continue to neglect the instructions. Red X signs over closed lanes help protect drivers from dangers ahead. Most drivers comply with lane closures, but the minority of people who don't are putting themselves and other road users at real risk. Now what to do in an emergency, or a breakdown is key to keeping yourself and others safe. If your vehicle has a problem on a motorway with no hard shoulder, move into the left-hand lane and put your hazard lights on. If possible, exit at the next junction, services or follow the orange SOS signs to an emergency area and then call for help using the free telephone. This will tell us your location. If you can't get off the motorway or to an emergency area, move your vehicle as close as possible to the left-hand verge, boundary or slip road. If you feel you can get out safely with any occupants, consider exiting your vehicle via the left-hand door, and wait behind the safety barrier if there is one and it is safe to do so. Keep clear of your vehicle and moving traffic at all times. Call 999 immediately. If your car stops unexpectedly in any lane and it is not safe to get out. Keep your seatbelts and hazard lights on and call 999 immediately. The highway department will close the lane and send help. Closed lanes are indicated by the red X sign on the overhead gantries, which also tell motorists if a variable speed limit is being enforced.

## India Trip.

Recently I took a visit to India, what a diverse and fascinating country. During the 30's Rolls-Royce and Bentley sold one third of their car production to India. During my time in India I tried my hardest to spot either a Bentley or Rolls-Royce car. I must have looked at thousands upon thousands of cars, and visited three major cities, but I was unable to spot one example. I have been to the likes of China, Vietnam, Indonesia and the Philippines, in my opinion India must have the busiest and most chaotic roads I have ever seen. All cars seemed to be no older than ten years old, every car had some sort of battle scar. In one day, I witnessed three quite serious collisions on the roads. Perhaps with these factors in mind, this may be the reason why I did not spot an example.

I did come across a Range Rover/ Jaguar dealership. Then I realised that Range Rover and Jaguar are now owned by an Indian company called TaTa. TaTa is an absolutely massive company in India. Here in the UK they own some parts of what was British Steel.



The picture top right shows a very flash Jaguar/ Range Rover Sale room. Both Jaguar and Range Rover are now owned by India based TaTa motors. TaTa is very where in India, the picture top rights shows a wagon and the picture left shows a service sign.

Can you remember the Royal Enfield motor cycle? These bikes are still being produced in India and are a common sight on the roads over there. Pictured right is a Royal Enfield Bullet. The most common motor cycle I seen was an Indian made Hero. (Perhaps you have to be a hero to drive a motor cycle on the roads of India). This bike looked very similar to the Honda 90.







On my return to the UK, I was enjoying my breakfast in a small café near Kings Cross railway station. Glancing out of the window I noticed a black and yellow Rolls-Royce Wraith. I dropped my sausage sandwich and ran out to take a photo of the passing car. Within one minute, I spotted three further Rolls-Royce and Bentley cars. A Shadow, Dawn and a Bentley GT.



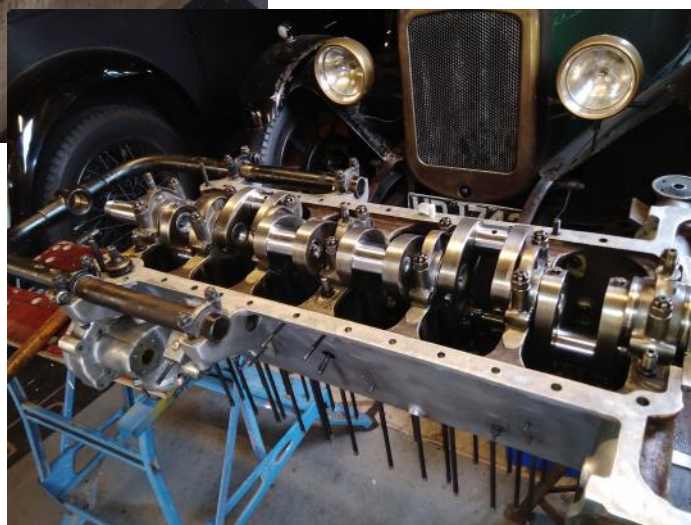


## LOCKDOWN RR 20HP (GEN 75) ENGINE.

So what did you do  
during lockdown?

Above the gleaming crankshaft.

As you may have read in progress report No.3 on the Forrest Phantom 1 (37 LC). I was in lockdown at home for the first five weeks of the covid-19 pandemic looking for something positive to occupy my time.



Over the last couple of years, I had noticed my 20hp had been passing oil in one cylinder and oil fouling the spark plug, but not to the point of making the engine misfire. On the 20hp Register Yorkshire Dales Rally last autumn (2019) I noticed a little more smoke than normal from the exhaust. A couple of 20hp members on the rally had 'commented' "you are blowing a bit of blue buddy" (burning oil) which was a bit of an embarrassment at times. Returning home and checking all spark plugs, we now had two oiling up! There was only one thing for it, engine out job! Now I was in lockdown I had no excuses but to bite the bullet. Out came the engine which was duly stripped. The piston rings were shot but the cylinder bores unworn! This was probably caused by the previous owners' incorrect overuse of the cold start which feeds pure petrol straight into the cylinder bores, washing the oil away which wears the piston rings excessively. To my surprise the crankshaft was still original (uncut) after 122,000 miles! I can only conclude that this engine over the last 91 years has been meticulously maintained with oil changes in abundance. I knew the engine had some sort of overhaul in the past as pencilled in the back of the original handbook was "New 25 thou pistons fitted etc 1966", but the puzzle was the etc? What else had been done in the overhaul? With the engine stripped I can now reveal it was bored with new pistons and some of the ball race bearings had been replaced in the wheel casing, others must have been serviceable at the time, as was the crankshaft. Big end journals measured only two thou wear and main journals four thou wear which is quite common in these engines. Two main bearings were excessively worn (3 & 4) they had nearly worn through the white metal and onto the bearing shell.

All crankshaft sludge caps were removed and the crank fully cleaned out.



Luck was on my side as my white metal bearing man in York, who normally has six months of work backing up, turned the engine round in ten days! Very few customers were turning up with engines for new bearings because of the virus, all to my advantage! Seven new main and six new big end bearings fitted and inline bored, I was over the moon! I had expected it would take months because of the lockdown. New pistons, cam followers, ball race bearings and head gasket were purchased and the engine was ready for assembly. With crankshaft correctly fitted and tightened, flywheel and new clutch was then fitted.

Cylinder block had its side plates removed and its waterways thoroughly cleaned out and block mounted onto the crankcase. Piston rings were gapped and secured onto the pistons. Pistons and con rods were then fitted to the engine one by one turning the engine a couple of times between each piston fitment. Cylinder head had already been overhauled two years previously so this was then fitted with new head gasket and tightened down. New paper gaskets were made for sump and wheel casing and fitted to the engine. Manifolds, carburettor and fan assembly were fitted after the engine was reinserted into the car to reduce the weight as these engines seem to get heavier as one's age increases! The engine is now firmly housed back in situ, with radiator, starter motor, dynamo and fan assembly fitted and the battery recharged, we were ready to go.

Fresh oil to the level indicator and a carburettor full of petrol I threw in the starter and away she went, straight up went the oil pressure to max which is normal on a cold engine never mind a new one! Temperature rose steadily and stayed at 70 c with the radiator shutters fully open with the engine running at a fast tick over.

(Temp' will come down as the engine frees up with more use). All was quite normal and very quiet, she ticks over like a Swiss watch.

Now I just need to get out to a few car shows to run the old girl in nice and gently. I think this will be always known as my "Lockdown Engine".

**Nick Clark**





Keith Wickham's Rolls-Royce is a 1924 20hp Boat Tailed Roadster, a regular on the Flying Scotsman, the Alpine Trial and events such as the Beamish.

The car is a 3 speed plus overdrive, the 1924 chassis has brakes on the rear only. The driver has to adapt his skills to the technology and the prevailing conditions. Surprisingly the Rolls-Royce is exceptional in snow! No front brakes to lock up, and good traction from the narrow tyres. In the recent snowy Rotterdam 100 (overnight) they were the best Brits in 5th place. Keith is convinced that he would have won had they understood the time card obligations!

Keith's other car a, Racing Green built straight 8 Le Mans Bentley, has competed in the Flying Scotsman, the Alpine Trial, the Blue Train Challenge, (Dieppe/Cannes) as well as the Beamish and similar events.



## Touring in a Classic

Right: Keith Wickham pictured next to his 20HP in Rotterdam in the snow.



## The Official Conversion Chart. How to Interpret Vintage Car Adds.

### IF IT SAYS:

One lady owner.  
Rare model.  
Older restoration.  
Needs engine work.  
Uses no oil.  
No rust.  
Rough.  
One owner.  
No time to complete.  
Needs interior work.  
Rebuilt engine.  
May run.  
Low mileage.  
Many new parts.  
10 layers of paint.  
Clean.  
Best offer.  
Always driven slowly.  
Garaged.  
Prize winner.  
Stored 25 years.  
A real show stopper.  
Easy restoration.  
Ready to show.  
Top good.  
Good investment.

### WHAT IT REALLY MEANS:

Boadicea.  
Nobody liked them when new.  
Can't tell it's been restored.  
Been seized for 30 years.  
Just throws it out.  
Body missing.  
Too bad to lie about.  
Never been able to sell to anyone.  
Can't find the parts anywhere.  
Seats are missing.  
Has new sparking plugs.  
But never has.  
Third time around.  
Keeps breaking down.  
Need that much paint to cover rust.  
It sat out in the rain yesterday.  
About what I expect to get.  
Will not go any faster.  
Always in for repair.  
Hard luck story three times.  
Under a tree.  
Painted with bright orange paint.  
Parts will come off in your hand.  
Just washed it.  
Only leaks when it rains.  
Can't depreciate it any more.

### RREC North Eastern Section Weekend. Friday 25th - Sunday 27th September 2020.

With all RREC events cancelled at the beginning of the year due to social isolation, it is anticipated that this event will be sold out. Members should book early to avoid any disappointment. Going to press: This week the government has changed their guidelines, this event has been confirmed, barring a second Corona Virus spike.



We shall be staying at Solberge Hall, Nr Northallerton, North Yorkshire which is a Grade 2 Georgian House Hotel with 24 rooms which the section has pre-booked. This event is being organised by section committee member Nick Clark who organised the successful RREC 20hp Section Rally last year at the same establishment. If any members would like to join us to visit the beautiful Yorkshire Dales there are a few rooms still available. Two nights bed and breakfast and evening meals plus entertainment will cost £350.00 per couple. For further information and booking form please contact Nick Clark by email - [nickclarkrr@btopenworld.com](mailto:nickclarkrr@btopenworld.com)

## For Sale or Wanted.

### For Sale:

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

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

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

20/25 Starting motor. Overhauled running well. £250. Phone: 01429 421841

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

Phantom II Dynamo. £750. Phone: 07906163427



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

### Wanted:

Bentley 3 litre RHT rear hub. Phone: 07906163427.

Any WO Bentley any box spanners wanted any condition. Phone 01429421841

20/25 Temperature gauge complete with bulb. 07906068622

20HP Starter solenoid. 01429421841.

The two Silver Cloud combination spanners, Phone 01429421841.

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

Any Rolls-Royce or Bentley toolbox tools Wanted. Email: petercharlton1@yahoo.com.

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 spare or unwanted RR or Bentley tools. Email: petercharlton1@yahoo.com

## 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

## Members Other Women



This section of the Newsletter is normally called, “Members Other Woman”, but in this issue the title has been changed to, “Members Other Women”. This is to facilitate Tony Gary’s collection. On the left Tony’s Bull Nosed Morris. Tony found this car in a chicken coup, over 30 years ago. The car runs and drives well now, she is patiently waiting for a suitable body to go on the chassis. Centre is a splendid 1928 Triumph 500 Model “P”. Tony has owned this splendid motor cycle for over 10 years. Tony’s son Ben has successfully completed several trials including the Durham Dales Trial. On the right is a 1926 Delage. An ex Olympia Motor Show car. Tony bought the car from a Stockton enthusiast six years ago.



Bonnet open revealing the mighty six-cylinder Delage engine.

Like the majority of section members, Tony because of social isolation measures has had a lot of spare time on his hands. As you can see from his garage, he’s spent a lot of time cleaning his “Man cave”.

Lots of automobilia on display in Tony’s garage.

Tony has other “Ladies” tucked away. Perhaps we will see them in future Newsletter issues.



## Rolls-Royce Silver Ghost tool roll.



This virus isolation can be quite boring at times. While I was surfing the internet, I came across the results of a recent H&H auction, where lots of Rolls-Royce and Bentley memorabilia had been auctioned. I came across the above picture of a very impressive, “Rolls-Royce 46-piece Silver Ghost tool roll”. Also impressive was the winning bid, £5800 plus postage and insurance.

Being curious I took a closer look at the tools in the wrap. To my absolute amazement, I could only identify six original Ghost tools, the rest came from: 20HP, 20/25, Bentley 3 1/2, PI, PII and a Springfield example. Tools that never went into a Rolls-Royce tool kit and then several reproduction tools. (My pet hate). I would not like to change a Ghost tyre using that tyre lever. It’s more suited for a bicycle tyre.

Dear me, fancy paying all that money for a “dog’s dinner” of tools. Words like, “sense” and “more money”, come to mind. Then thinking, there must have been at least two people to run the bid up so high. For once the runner up in this auction had a lucky escape.

I wonder if I will see this tool roll at Burghley one day, proudly displayed next to a Silver Ghost.

Mind you, I quite like the leather tool wrap.

If you ever get tempted to bid on on-line auctions, be warned, look at the small print first. This auction had a 20% buyer’s premium plus V.A.T. Then do not expect the packing, insurance and carriage to be inexpensive.

Then I wonder how you stand when you are buying reproduction items masquerading as original. Surely this would be classed as counterfeit goods.

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