

ROLLS-ROYCE ENTHUSIASTS' CLUB

**NORTH EASTERN SECTION
NEWSLETTER**

July 2021



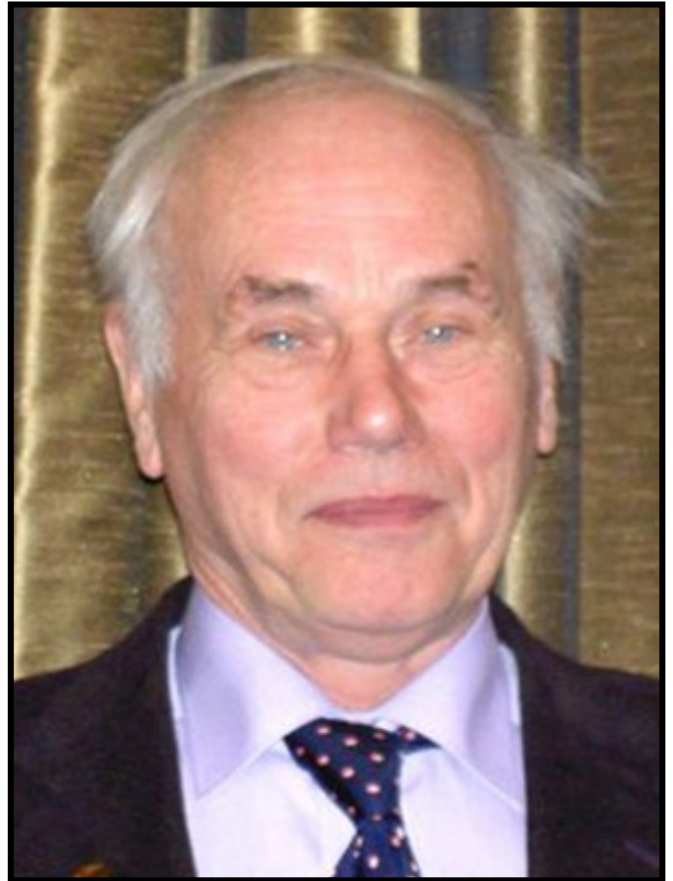
**Drive-by of AX201 on Prince
Philip's 90 th Birthday.**

Rogers Ramblings

It is difficult not to be drawn into political comment when confusion surrounds what we can or cannot do. Your committee is looking forward to organising events free of restrictions, but when? Our much-delayed A.G.M is to be held on July 25th at Solberge Hall. If you cannot attend, please send apologies.

Roger.

June 2021



Quiz:

What is the item in the pictures?

It comes in two sizes.

A screw valve to operate.

A must for every vintage car..

Answer on page 24.



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DATES FOR YOUR DIARY

Noggin and Natter evenings are held on the third Wednesday of the month from 7.30pm at **The Old Mill, Metal Bridge, Coxhoe, DH6 5NX**. The venue provides an excellent food and drinks menu for the connoisseur, but if Fish & Chips, Mushy Peas and a pint of Guinness are your thing, then you definitely will not be disappointed. Much lively banter takes place during the evening especially when Jim Clark puts his 'Boysie's' hat on. The conversation is definitely not just about cars, all sorts of subjects come up in the conversation from 'Einstein's Theory of Relativity' to the cheapest 'Bottle of Plonk' at the local supermarket. We have a hardcore of attendees but new faces are always welcome, so come along and join us, you're heard the saying "the More the Merrier". Please just turn up, there's no need to book, order your food and drink at the bar and ask where we are and the bar staff will point you in the right direction. You never know, you may find where to obtain a cheapest bottle of Shiraz or Pinot Grigio in the North East!!!!

Now the bad bit.

Unfortunately, due to Government Covid-19 guidance, social distancing and local tier restrictions, our Noggin & Natters evenings have been suspended until further notice. Please check the NE Section Website for updates: <http://rrec-northeast.org.uk>

Events for 2021

Unfortunately, due to present government legislation regarding the Covid 19 pandemic, the North Eastern Section Committee will not be organising any events for the foreseeable future.

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

The events programme for 2021 is a bit thin but this is inevitable as there are no indications as to when the Covid 19 constraints imposed by Government will be lifted.

The current RREC Board has expressed concern that a failure to organise events for 2021 may lead to the RREC ceasing to exist, however, it would clearly be folly to incur expenditure on booking events when the level of uncertainty around whether an event will proceed is high.

This therefore suggests that consideration should be given to making proposals to hold events at locations which are free and could therefore be organised at short notice, perhaps in midweek when things are quieter, for the early part of the season – e.g. road run + picnic.

11 th July:	Witton Castle Car Show. CANCELLED .
18 th July:	NECPWA Newby Hall Rally. See page 24 for details.
25 th July:	Section AGM, Solberge Hall, Kirby Wiske, Northallerton, DL7 9ER.
1 st Aug:	RREC North of England Rally at Harewood House. See page 30 for booking form.
7 th Aug:	Stokesley.
15 th Aug:	Ormsby Hall.
28 th Aug:	South of England Rally. Rowlands Castle.
29 th Aug:	Swainby CANCELLED .
5 th - 9 th Sept:	Section Weekend at Solberge Hall.
Sept:	NECPWA Derek Cansfield Memorial Rally, Beamish TBA.
Nov:	NEC Classic Car Show TBA.
Dec:	RREC Christmas Event TBA.

North Eastern Autumn Break 5th-9th September 2021



As we go to 'press' with the Section Newsletter we are still hopeful that the Section Break in the Yorkshire Dales will go ahead as planned. If all goes well with the decline in Covid-19 cases we should be on track to be venturing out in our cars once again even if we have to abide to Government rules. I have made the decision to limit the number of guests to 30 just in case we are put into a tier system again. This was agreed by our section committee and it was also suggested we hold back issuing the booking forms for as long as possible to prevent having to make refunds etc in the event of the rally being cancelled.

I have to date 12 rooms reserved (2 singles) making 22 guests with a further 4 rooms to fill.

The cost for four nights B&B + Dinner + entertainment based on two sharing will be -

(3) Luxury Suite £725.00 (fully booked)

(4) Deluxe Double £710.00 (one only available) (could be made twin)

(5) Superior Double £695.00 (one only available)

(12) Classic Double £670.00 (two only available)

For single occupancy the cost is reduced by £ 80.00 on above quotes.

Your comments and feedback on the above would be welcomed and if you would like to reserve a room or require any further information, please don't hesitate to contact me via the North Eastern Secretary whose details can be found in the Spirit & Speed.

Nick Clark .



CONTACT POINT COMMENTS

The message from the Prime Minister to delay the lifting of Covid 19 restrictions from 21st June to 19th July had been widely predicted in the media and therefore came as no great surprise but must have been a huge disappointment to the hospitality and entertainment industries.

The questions now to resolve are whether the events timetabled to take place in this extended month of restrictions will go ahead. The open invitation event at West Hartlepool Rugby Club on 27th June is going ahead but information about Witton Castle on 11th July and Newby Hall on 18th July has yet to be received.

The Section AGM planned for 25th July will take place as things stand at present though the venue has changed from the Allerton Court Hotel in Northallerton to Solberge Hall and further information will shortly be on its way to all of you about that event.

I trust that all our members have now had their two Covid “jabs” and will have the confidence to meet up and socialise going forward when restrictions are finally lifted and a significant degree of normality returns.

I look forward to that.

My car has languished in my garage since September 19 having done only 16 miles to get home from the MOT station since that time with only occasional start-ups and idling on the drive to keep it ticking over. The anticipation of lockdown release saw the battery put on charge and the car booked in for service to make sure that nothing had seized and brakes were up to scratch.

When service day arrived the battery proved to be as dead as a dodo and just not holding a charge. The RAC were called in and did a magnificent job testing and replacing the battery and telling me the battery conditioner they also sold me and connected up should ensure a battery for life with constant monitoring of the condition of the battery whilst parked up.

I shall see how long battery life proves to be !!

*Rod MacLeod.
Secretary, RREC NE Section.
June 2021.*



Hand Signals. (Perhaps not the one on the left).

For use when direction indicator signals are not used, or when necessary to reinforce direction indicator signals and stop lights. **Also for use by pedal cyclists and those in charge of horses.**



I intend to move in to
the left or turn left



I intend to move out to
the right or turn right



I intend to slow
down or stop



In a car.

Rotate your arm in an anti-clockwise direction: You intend to move or turn left.

Arm straight, pointing right. You intend to turn right.

Arm straight moving up and down. You intend to slow down or stop.

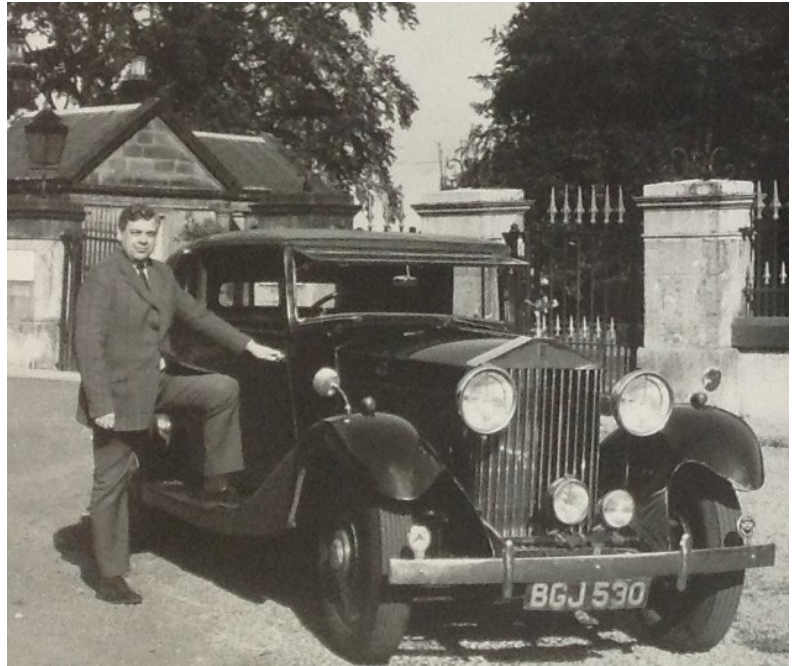
I have a car that does not have indicators fitted. It is amazing to see the reaction from younger drivers when you use hand signals instead of indication



THEN

AND

NOW



Almost half a century later,
Allan Fishburn recreated
the photograph at the
“Golden Gates”.

The location for the photo shoot was the, “Golden Gates”, the entrance gate to the Wynyard Estate. The gate supports have now got lights on the top.





Richard Harrison next to his car in 1974.

Allan became the custodian of GMD 41 in 2011. At that time, the majority of the car parts were in boxes. The car was completed while Richard was still alive, unfortunately due to ill health, he never saw the car running.



Allan has owned this car for around 10 years now. He was friends with the previous owner Richard for some 30 years and in late 2011 tried to buy the car from him. He initially declined, but some months later agreed to let Allan purchase the car. Richard had already spent many weekends working on re-conditioning the car, a total nut and bolt restoration, and Allan took on the car effectively as a project in ~500 parts. Some 9 months later, Allan completed the car in March 2013.

Know your threads.



The concept of the screw thread seems to have occurred first to Archimedes, who briefly wrote on spirals, as well as designed several simple devices applying the screw principle. An example of an Archimedes screw can be seen at the Tees Barrage. An Archimedes screw powering a generator. Leonardo da Vinci understood the screw principle and left drawings showing how threads could be cut by machine. In the 1800s, screw manufacturing began in England during the Industrial Revolution. In these times, there was no such thing as standardization.

Basically, you need to know the following before you buy your nut and bolt.

Diameter. The size of your nut and bolt.

Thread pitch. TPI, how many threads per inch,

Depth of thread. how fine or coarse the thread is.

Left-or-right hand threads. Left hand threads used on bicycle pedals.

One, two or three start threads. "Quick screws".

Thread angle.

Class of fit. The standard of fit, interference and tightness.

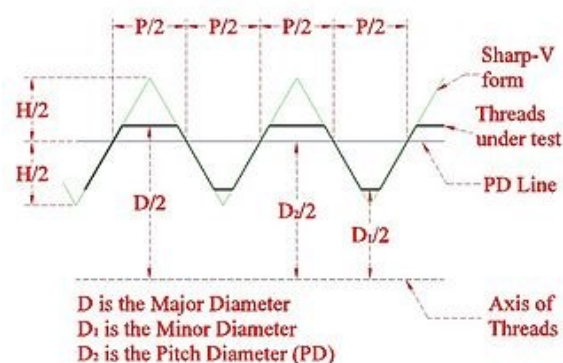
Tapper/parallel thread. Tapered threads used on pipe connections.

Thread profile. Buttress, pitched.

Before World War one, there were scores of thread standards, some very obscure. During the war, it became apparent for the need for standardisation and interchangeability.

Just a few examples of Screw types.

Unified course UNC, unified fine UNF, unified extra fine UNEF, unified special UNS, NPT national pipe thread, British standard Whitworth BSW, British standard fine BSF, British standard pipe BSP, British association screw thread BA, British standard buttress, British standard brass, Acme threads, fire hose threads, metric threads M, British cycle threads BCT



I know for one, I have a tin of nuts, this may explain why you can never find a nut to fit your bolt., or it only screws on one or two threads, then gets stuck.

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The Phantom aluminium head

The Phantom II was once described as the, “Best car in the world”. Ninety years on and a few “issues” have developed with the car. One issue is cylinder head corrosion. In defence to Rolls-Royce, this issue may have been escalated by the owner of the car not adding the correct type of anti-freeze with corrosion inhibitors. The head can be welded and then skimmed, but the best solution is to change the old head out with new.

Changing the head on a PII can be very expensive. A new cylinder head is £9,311 plus VAT a total of £11,173.

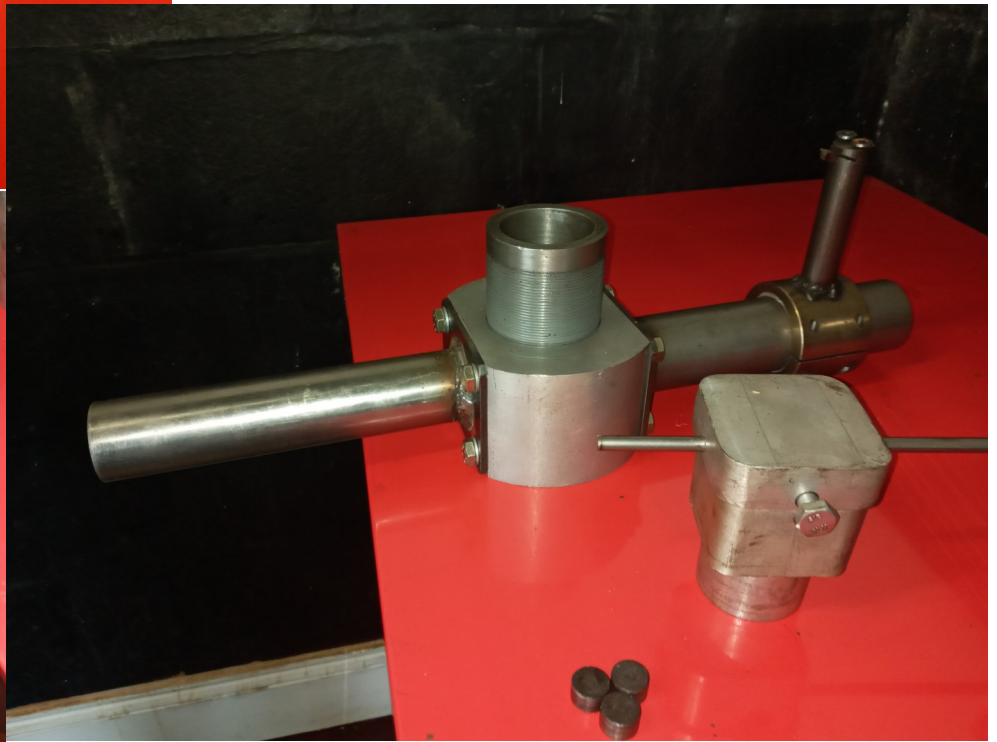
It could be a lot worse, if you were the owner of the V12 Phantom III, then there are two heads to be replaced.

Having fitted your new head you would have thought that all of your problems have gone for the next 90 years, BUT Roger found that was not the case. The original head made by Rolls-Royce had valve seats with tapered threads. The head was heated up before the seats were screwed in. Once cooled the valve seat would stay in place for ever. Unfortunately the new heads have been manufactured using valve seats with parallel threads. This is causing problems.





Below: the valve cutting tool that Roger designed and made.



Roger found that the seats on his new head were screwing out. So he came up with an engineered solution. He made a tool roughly similar to a pipe swaging tool that gripped the valve seat and allowed the seat to be screwed in to the aluminium head tightly.

Roger being a true engineer, also made a valve seat cutting tool.



Left: Showing the valve seats in the aluminium head.

RREC Annual Rally, Burghley House, Sunday June 27th. 2021.



The very impressive Burghley house in the background of the annual rally.



Above: Nick Clark next to his new car.

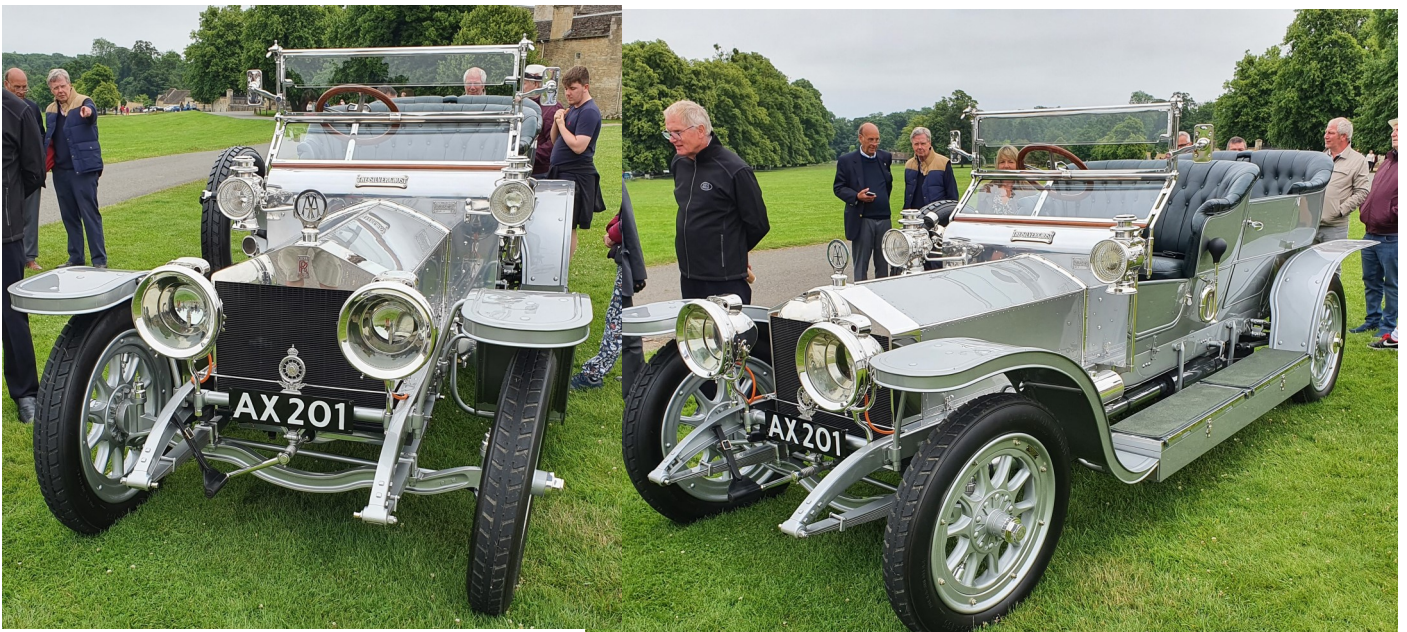
Below: A very neat Mk.VI Bentley.



Burghley continued:



AX 201 at the annual. The car never fails to attract a lot of attention



AX 201 is now owned by Sir Michael Kadoorie and looked after in the UK by P & A Wood. Chassis Number is: 60551. Normally a car is known by its chassis number, but in this case, the car is better known by its registration number AX 201. Now well over 100 years old, this superb piece of British engineering has covered over 500,000 miles.

Nick enjoying the annual at Burghley



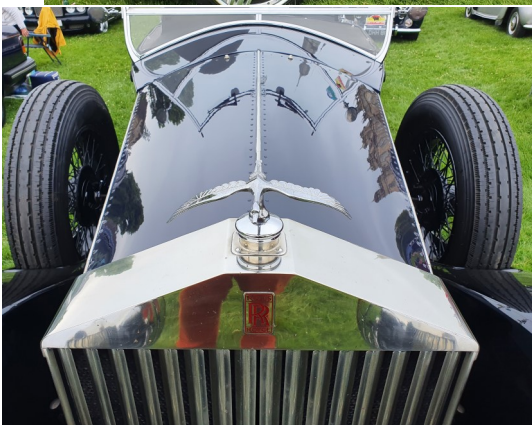
Burghley continued:



The above Rolls-Royce Cullinan as a pair of superb picnic seats and table. A perfect addition.



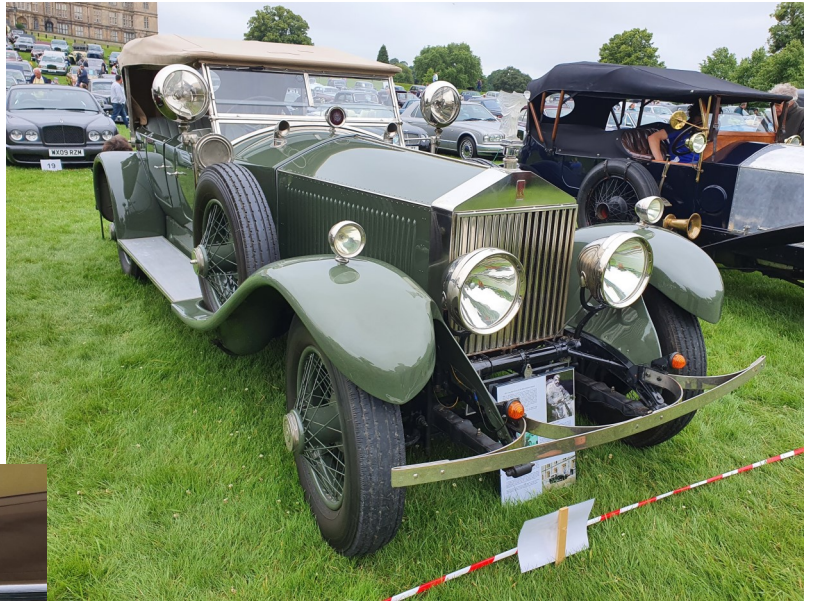
Perhaps the above Bentley is owned by either podiatrist, or a dancer.



This excellent 1930 Phantom II is owned by Peter Watson. The car has a very unusual mascot. Replacing the Spirit of Ecstasy is a flying swan. Perhaps Peter is a ornithologist.



Burghley continued:



This very unusual open topped Phantom was specially made for her Indian owner. They request the oversized spot lights for night time hunting. Gun rack in the centre of the car. The glass Art Deco "Flying Lady" lights at the base, but removed when driving to avoid damage.



Right: A very unusual 1930 20/25 Brougham style body by Park Ward. The car has a very large centre light.

Below: A Silver Ghost joining the display.



The £20,000,000 Rolls-Royce



The two Italian designed carbon folding chairs. I would have requested four seats with backs and arm rests.



Above: showing the dash design of this four seat car, unfortunately I cannot see any room for your suit cases.



Above: the side and front view of the car, showing the “de-constructed” radiator grill.



The Champagne cooler designed to keep the temperature at 6°c, no matter the temperature outside.

Only three are being commissioned, so why not grab a bargain.

Rolls-Royce Coach Built Design, have come up with this 5.7m boat tail. “Loosely” based on the 6.75 V12 Phantom. Inspiration of the design came from a, “J” class single mast race boat, sailed in the America Cup. The aluminium bodied car, has been four years in development. Fitted with many bespoke features. The Bovet wristwatch that doubles up at the cars clock. Picnic tables and parasol. The tableware is made for the car by Christofle of Paris.



Do not run foul of the law.



Driving too slowly

With 2.2 million tickets issued across the country in 2017, speeding is by far the most common UK driving offence. However, going too slowly can be equally dangerous.

Driving at a speed that's deemed low enough to endanger other road users (usually on motorways, dual-carriageways and fast-moving B-roads) can land you an on-the-spot fine of £100 and three points. This could increase to an eye-watering nine points and £5000 fine if you're taken to court. It's all regarded as driving without due care and attention.

Street artist Bradley Theodore, "funks up" a Rolls-Royce Phantom.

This reminds me when my eldest was three, he tried to "funk up" my car with a brush and tin of magnolia emulsion.



CAUSES OF POOR PERFORMANCE IN THE Pre-War Cars.

FUEL SYSTEM.

No petrol. You laugh, but it has happened to me more than once.

Wrong/old petrol. Petrol will, “go off” if it has been sitting in the tank for a long time. The engine will run with “old” petrol when warm. Drain the fuel from the carb and top up with fresh petrol. Be careful when you fill your tank up from a petrol tank in the garage, it may not contain petrol.

Vaporisation. This normally happens on a warm day when the engine is hot. Modern petrol is quite volatile and can vaporise in the line to the carb.

Blocked filters in the petrol tank. A partial blockage can cause performance issues with the car. An empty fuel chamber in the car would indicate a full blockage.

Blocked air hole in petrol filler cap rim (painted over). A blocked air hole could cause a vacuum in the petrol tank. The car will stop after running perfectly well for some time. Then after standing the car will start and runs, until the vacuum builds up again.

Water condensation in tank, pipes, Auto-Vac e.g. As the level of Ethanol builds up in petrol, water in petrol can become more apparent. Ethanol has an affinity for water and it could build up in low lying levels.

AUTO-VAC.

Blocked filter at entry of fuel pipe to the Auto-Vac.

Tight connections generally. If connection are not tight the Auto-Vac struggles to maintain a vacuum. If this happens the Auto-Vac can not “Suck” petrol from the tank.

Leaks in air pipe from inlet manifold to Auto-Vac. Tighten any connections.

Perished top gaskets. Ethanol can perish the cork gasket. Replace gaskets.

Slack or missing head screws. If a screw is missing then the Auto-Vac cannot hold a vacuum. Screws should be tight, but not over tight. If you are changing the gaskets, tighten screws and then check the tightness after a week of use.

Stuck Pop Off valve. Debris can get under the Pop Off valve, flush with a solvent.

Blocked fuel change over gasket. If blocked this can prevent petrol flowing to carb. Also if the gasket is worn, then the petrol could track back to the petrol tank draining the Auto-Vac.

Blocked chamber balance pipe. (Looks like a pin). This very small pipe needs to be free from debris. One cause of a blockage is when new gaskets have been fitted. Gaskets should be covered both side in grease, if too much grease is applied then the little balance tube can become blocked.

PETROL FILTER.

Blocked filter on bulkhead (if fitted). Soak discs in lemon juice, (acidic acid) for 24 hrs. The cleaning of the filter should be performed annually to make sure it operates correctly.

Lack of continuous down slope on petrol pipe between AutoVac and filter. The petrol filter runs with a dp. (Differential pressure). The more blocked the filter the higher the dp. If your petrol filter has been fitted “after market”, it could have been placed too high on the bulk head.

CARBURETTOR.

Correct air valve function. Jets as per handbook. Fuel filter clear (if fitted). Do not use oil to lubricate the air valve. The oil could pick up dirt or carbon causing the float to stick in its chamber.

Fuel level in chamber. Clear holes in fuel chamber cap. Clean jets and holes. Free movement of fast jet valve fully into bore of fast jet tube (remove fast needle and jet tube to check). Fast jet spring free. Air-tight float. Tightness of pinch screws on jet levers. Mixture too rich or too weak..

ENGINE.

Leaks in the inlet manifold gasket. Water tracking. Aluminium heads after eight years of use can corrode. This corrosion can cause water to track from water galleries to the cylinders.

Over adjusted rockers. The rockers are now too tight, and when the valves warm up, they do not seat on the valve seat. Cylinder compression is now lost.

Burnt out exhaust valves. Once again when this happens compression is lost in the cylinder.

Sticking or leaking valves. Valves can stick because carbon deposits form on the valve causing it to stick in the valve guide. The valve seat could be damaged if a carbon deposit has formed on the seat. When this happens the valve will leak. The valve will need to be "ground in" again.

Weak or broken valve springs. Springs do not last for ever. Replace broken or weak spring. Compare the size of a new spring next to the old one. If smaller, replace.

Overtight exhaust valves or incorrect gaps generally. If the tappet gap is too big then this will cause the engine not to run at its full performance.

Cold gap inlet and exhaust valves.. There is a difference between the tappet gap if you have a cast iron or aluminium head.. Also if the engine is cold or warm. Check your owner's manual for the correct gap size for your car.

Worn valve guides and stems. Compression could be lost. Replace valve guide.

Blown cylinder head gasket. This will cause all sorts of problems, from water in lube oil to loss of power.

Worn pistons and piston rings or scored cylinder bores. An expensive job, may require a rebore and new pistons.

Lack of valve stem lubrication. Clear holes and tightly fitted rocker shaft.

Throttle controls generally in order. Lubricate and make sure there are no sticking joints.

Blocked silencer/ exhaust pipe. Engine black pressure may cause loss in power.

IGNITION SYSTEM.

Battery condition. Dry cell, replace battery. Corroded terminal. Use grease when fitting battery terminals to prevent corrosion

All connections between battery, distribution board, cut out, switch box, ballast resistance, coil, distributor. Make sure there is no terminal corrosion present, if so clean.

Polarity of leads at coil.

Coil. Rewind coil if breaking down when hot.

Condenser breaking down or burnt out. A condenser is inexpensive if in doubt replace.

DISTRIBUTOR.

Ignition timing. As per handbook or can advance if higher octane modern fuel considered significant.

Points sticking or corroded, gap. Check gap and clean points with a fiberglass pen, not emery cloth..

Rotor arm and distributor terminal corrosion. Clean terminals and rotor arm.

Check the rotor cap for cracks, carbon brush worn or spring broken. Replace cap or brush.

Dirt causing shorts. Good housekeeping, clean cap to avoid electrical shorts.

Rotor arm cracked or arm burnt.

Lock screw on rotor shaft loose. Shaft pulled out from splines. Replace and retighten.

Good HT contacts in distributor rotor cap, check rubber washers and brass discs in HT terminals at distributor end.

HT leads, cracked leads, connections tight. Carbon HT leads can crack, this is can be very hard to detect.

Replace the HT leads, they are inexpensive.

Sparkign Plugs adequate with correct gap (20u). Plugs can wear and gaps widen. Adjust gap distance.

Too small the spark will be too small too big and there may be no spark at all. If the plugs are "oiled up", this is an indication that not all is right. Take the plugs out of the cylinder head to check for a strong spark, a weak spark could be an indication that your magneto needs to be re-magnetised. Just to mention: it is possible you can have a spark when the sparking plug is out of the cylinder. When the sparking plug is placed back in the cylinder the sparking plug may not be able to spark when it in under pressure.

Happy motoring, this list is not exhausted. Any contribution greatly received.

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



For Sale: 1934 Rolls-Royce 20/25 Hooper 2 door Coupe. One off designed car, overdrive fitted. Phone 01642551835 or further details on "Trade Classics" [1934 Rolls-Royce 20/25 Coupe by Hooper | \(tradeclassics.com\)](http://1934-Rolls-Royce-20/25-Coupe-by-Hooper-1-tradeclassics.com)



For Sale: 1934 20/25 (GWE 51) Landaulette body by Rippon Bros' with fully opening front sun roof, only one made by Rippon. Owned 22 years. History from new and only five owners. Fully rebuilt engine 2,500 miles ago. New leather etc up front, rear needs retrim but useable.

Paintwork needs attention in places mainly the wings, but still presentable. Drives very well. £39,500 ono. Phone or email for further information, Nick Clark.



For Sale: 1928 20/25 14G1V GLR82X Hooper Body, Experimental car No2. Manufactured in Nov' 1928 and still retains all its experimental features. This car was used for two years testing in France under the guide of Ernest Hives chief tester at the Derby works. Henry Royce drove all the experimental cars including this one! Sometimes the hairs on the back of my neck stand up when driving the car that Henry himself has sat in this very seat and held the steering wheel! Mountains of paperwork with copies of letters forwarded to Hives from Royce and vice versa. Fully rebuilt engine 1500 miles ago. Paintwork fair as is the trim but very usable. This is a very important Rolls Royce due to its history and the oldest 20/25 known. No1 was destroyed in 1936. This can only be a true investment and open to sensible offers. Phone or email for further information, Nick Clark.

WANTED:

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.

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

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

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

Members Other Woman

Geoff Mansfield's hill climbing beast.



The Kougar was designed by famous car engineering company, Crosthwaite & Gardner in Sussex. They designed and built chassis to take all Jaguar components, Geoff was told his car is one of the first 2 or 3 cars they built, after that, they sold the rights to another company who produced kits, were you bought a scrap Jaguar, then built your car. Geoff's car was registered in 1982, it was further modified by another company early in its life, it remains that way now, it was owned for many years by the founder of, 'Classic & Sportscar Magazine', motoring journalist/broadcaster Simon Taylor, who knows Geoff has the car, he is often at Shelsley Walsh hill climb commentating etc, where he usually comes for a chat and check about the car.

The car details are, 3.8 engine, triple Delorto carbs, Getrag 5 speed gearbox, IRS rear end with LSD, last on a rolling road, it gave 229bhp at the flywheel, 192 at the wheels.

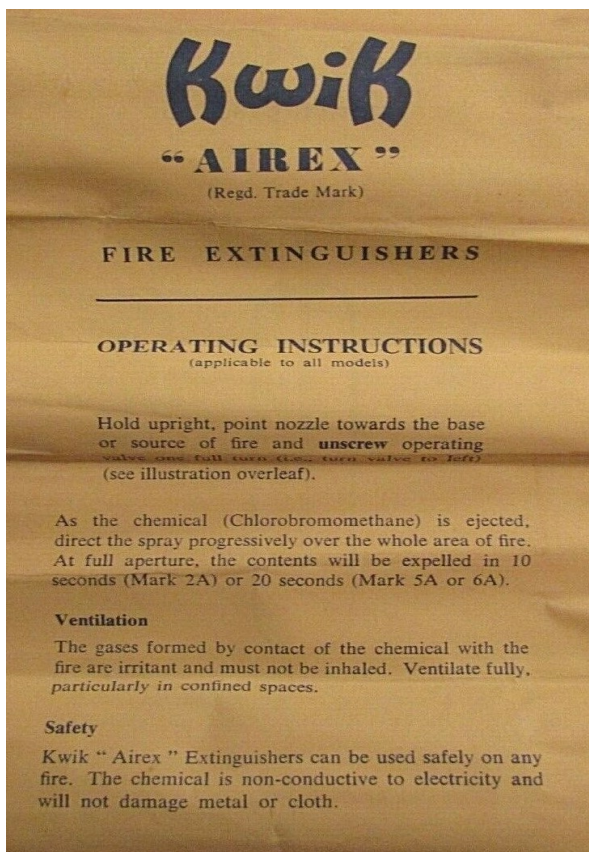


A new car to the section



Anita and Nick Clark have invested in this splendid W12 Bentley Continental Two Door Convertible.

Nick has now taken up football and Anita has now become a football Wag.



Quiz answer: It is a very early fire extinguisher. It is a: KWIK, "AIREX".

Chlorobromomethane is used as the extinguisher agent. Be careful: avoid skin contact, inhalation and eye contact.



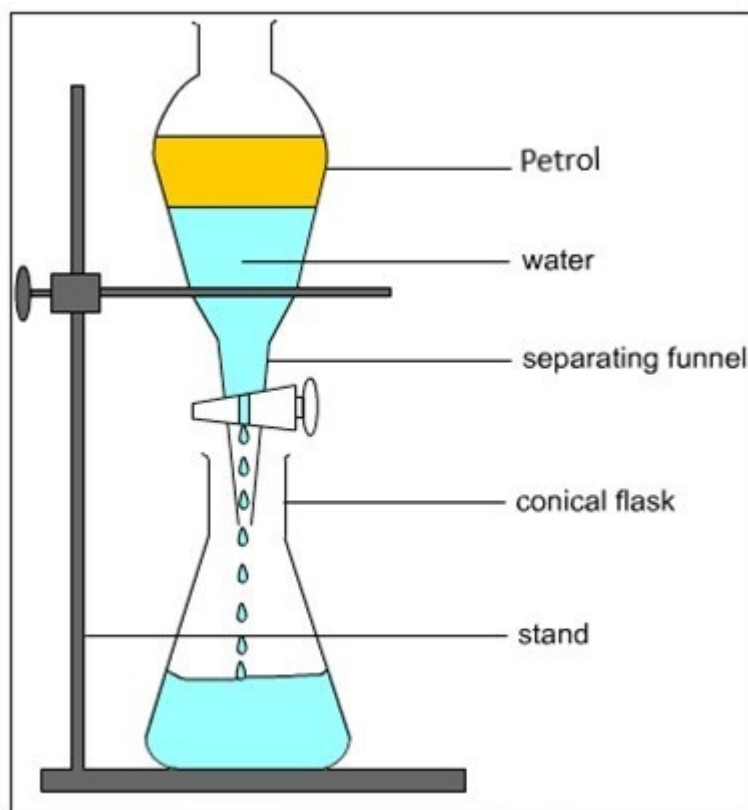


Diagram of Apparatus

Ethanol Free Petrol

According to ESSO their Synergy Supreme 99 petrol has no Ethanol in it.

Although their pumps have E5 labels on them, their Synergy Supreme 99 is actually ethanol free. (except, due to technical supply reasons, in Devon, Cornwall, North Wales, North England and Scotland).

UK Legislation requires that E5 labels are placed on pumps that dispense unleaded petrol with, "up to 5% ethanol", including those that contain no ethanol at all. This is why they display them on their Synergy Supreme 99 pumps.

Section members have asked if they can still obtain Ethanol free petrol. ESSO say they can supply it in certain areas of the UK. However if you do not live in the area where you can buy Ethanol free petrol, there is a simple solution. Ethanol has an affinity for water. This means the Ethanol will attach its self to any water it comes in contact with. If this happens in your petrol system, then corrosion related problems start to occur. But, if it comes in contact with water before it reaches your tank, it can easily be removed from petrol. Mix water with a couple of drops of food colouring in to your Ethanol petrol at the ratio of 16 to 1. Shake in a separating funnel for a minute and allow to stand for 6 hours. The Ethanol in the petrol will attach to the coloured water and sink to the bottom of the separating tube. You then drain off the water/Ethanol and you are left with Ethanol free petrol.



If you heat your water/Ethanol mix the Ethanol will boil at 78°C. Run the vapours through a condensing tube and you will get pure Ethanol. Unfortunately not Gin quality, but it can be used for cleaning. The water can then be safely put down the drain.

West rugby club Sunday 27th. June



An excellent turn out at West rugby club Sunday 27th. June. (The alternate to the Burghley House Rally). Hundreds of cars on display. Very good and inexpensive BBQ. Only £1 for a cup of tea or coffle. Bacon buns, large sausage bun, £3, burgers. Bar and plenty of inside toilets.



7 Rolls-Royce and Bentley cars put a good display on. An excellent turn out from the Jaguar club.

Quality, not quantity ruled the day, first prize continued to be a member of our section, for another year.





The camper looks like it came from the 20's era. It is actually a well done recreation.



Above: Two campers ideal for this years staycation.

Cream teas in the spotless VW camper.



A very smart TR2



Above the most expensive vehicle in the show, a million pound Brough Superior Chassis number 1



Above: A stunning 62 Ford Zephyr .

Below: Some reprobate who won first prize.



A very fine set of Jaguars





Rolls-Royce monster truck.

With global weather change in your mind, why not convert your Cullinan? This 4 wheel drive beast will be ideal in the snow. Mind you, I would not like to park it in one of those multi-story car parks. Or change a wheel. (I wonder it has a “space saver” type spare wheel?)



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

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RREC Harrogate Weekend and North of England Rally

31 July - 1 August 2021

The Majestic, Harrogate & Harewood House, Leeds



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RREC North of England Rally

Sunday 1 August 2021

Harewood House, Leeds

Name:
Address:
Postcode:
Telephone:
Email address for confirmation: <small>(or enclose a stamped address envelope if no email address)</small>

I shall attend in: Rolls-Royce / Bentley / Other (make, model) _____

Year:	Model (Spirit, 20hp etc.):
Chassis No.	Registration No:
Coachbuilder:	Body Style:

I am willing to drive my car in the parade if selected YES / NO

Points of interest and brief history for commentary (if selected):

continue overleaf

I wish to enter for the Graham Pearce Memorial Trophy - enter mileage

I am prepared to do an hour of marshalling (tick box) ☐

I will be taking part in the Saturday tour (tick box) ☐

I will be staying at the Majestic Hotel (tick box) ☐

I require entry tickets for persons. **(Please enter no. people in car)**

I enclose a cheque for £ (£16.00 per car rally fee payable to **RREC North of England Rally**).

Signed _____

Send to : Mike Blunsom, 4 Acacia Drive, Sandy Lane, Bradford, West Yorkshire, BD15 9JY

Email: mblunsom@blueyonder.co.uk