



# ROLLS-ROYCE ENTHUSIASTS' CLUB



*North Eastern Section  
Newsletter  
July/August 2015*

## DATES FOR YOUR DIARY

The *Noggin and Natter evenings* on the first Wednesday of each month are now taking place at the **Crathorne Arms, Crathorne, TS15 0BA**, just off the A19 near Yarm. A busy pub, but within easy reach of most of us. Bar food is available for those who want it. It is a very select gathering at present, so why not come along and swell the numbers!

The third Wednesday evening meetings involve much lively talk and laughter at **The Old Mill, Metal Bridge, Coxhoe, DH6 5NX**.

A hardcore of attendees has developed, but new faces are always welcome. These meetings are definitely not men only! Just turn up at about 7.30pm, there is no need to book. Ask at the bar to find out where we are - they usually know!

### Events for 2015

|                             |  |
|-----------------------------|--|
| <b>Sun. 5 July</b>          | MGOC Classic Vehicle Rally, Corbridge - MV             |
| <b>Sat. 11 July</b>         | North East Land, Sea and Air Museum, Sunderland-MR     |
| <b>Sun. 12 July</b>         | BBQ at Allan Fishburn's - AF                           |
| <b>Wed. 15 July</b>         | The Old Mill, Metal Bridge, Coxhoe, 7.30pm.            |
| <b>Sun. 19 July</b>         | Newby Hall Classic Car Show, NECPWA - BS.              |
| <b>Sun. 26 July</b>         | Ripon Old Cars, Ripon Racecourse - Yorkshire Section.  |
| <b>Sat-Sun 8/9 August</b>   | North of England Rally - Harewood House on Sunday      |
| <b>Sun. 16 August</b>       | Raby Castle Classic Car show - JDC event.              |
| <b>Wed. 19 August</b>       | The Old Mill, Metal Bridge, Coxhoe, 7.30pm.            |
| <b>Sun. 31 August</b>       | Swainby Village classic car show                       |
| <b>Sun. 13 September</b>    | Stanhope Show - RM                                     |
| <b>Wed. 16 September</b>    | The Old Mill, Metal Bridge, Coxhoe, 7.30pm.            |
| <b>Sun. 20 September</b>    | Visit to automated dairy farm - RH                     |
| <b>Sun. 20 September</b>    | Croft Track Day – JDC event.                           |
| <b>Sun. 27 September</b>    | Beamish Open Air museum - BS                           |
| <b>Sun. 11 October</b>      | End of season meet, drive and lunch - M&JV             |
| <b>Wed. 21 October</b>      | The Old Mill, Metal Bridge, Coxhoe, 7.30pm.            |
| <b>Sun. 15 November</b>     | NEC Classic Car Show - JC                              |
| <b>Wed. 18 November</b>     | The Old Mill, Metal Bridge, Coxhoe, 7.30pm.            |
| <b>Wed. 16 December</b>     | The Old Mill, Metal Bridge, Coxhoe, 7.30pm             |
|                             | Christmas dinner, Provisional for booking for 30 made. |
| <b>Sun. 17 January 2016</b> | AGM, Allerton Court Hotel - RM                         |

### ADVERTISING RATES

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| <b>Yearly:</b> | <b>full page</b> | <b>£75.00</b> |
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| <b>Wanted</b>   | <b>Free</b>            |                        |

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### Front photo:

1934, 20/25, GRC33, H J Mulliner, 4 door, 4 light saloon.





# ROLLS-ROYCE ENTHUSIASTS' CLUB

## NORTH EASTERN SECTION NEWSLETTER JULY/AUGUST 2015

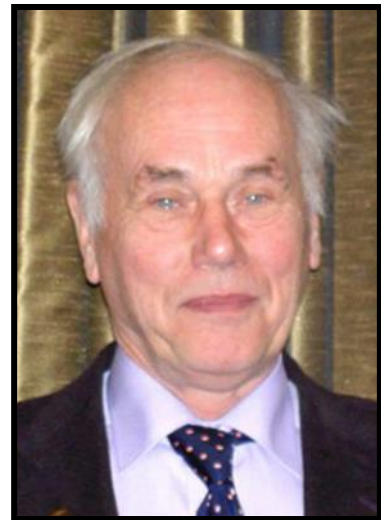
### **Roger's Ramblings**

It seems to me that your committee has very little contact with members.

If there are some aspects of the Club's affairs, which you think might benefit from what is sometimes called a frank exchange of views, do not hesitate to contact a committee member, so some view exchanging can take place. This is especially true of events which we have organised or are planning.

Safe motoring.

***Roger Hall***



### **Contact Point Comments**

I write these comments on the weekend of the summer solstice which heralds the march of time towards winter, and yet much of our programme is still to complete. I have enjoyed the two events that I have attended, and look forward to my first visit to the Corbridge event organised by the MGOC on Sunday 5 July, on the grounds of Tynedale Rugby Club, with access to their facilities. I understand that eight Section members have signed up to attend, but it would be great to see more of you from the north of the patch present.

Your Committee met on Monday 8 June and agreed to support two proposals coming forward since our programme was agreed.

Colin Liddell is prepared to organise an event to commemorate 50 years of the Silver Shadow for those owning cars of that type. I have spoken to him on the subject and undertaken to e-mail those of you that, according to the records that I have received from The Hunt House, own such vehicles and who might, therefore, have an interest in such an event. Colin can be contacted directly either by telephone on 07887640577 or by e-mail – [colin@funeraldirector.com](mailto:colin@funeraldirector.com)

Martin Vinson is prepared to organise an end of season "meet drive and lunch" event in October.

I have also received an invitation for the club to attend the Stanhope Show on Sunday 13 September which is to be held over the weekend of 12/13 September. These are free dates in our events diary and I should be grateful for responses from you to me by e-mail on receipt of the Newsletter, from those of you who would be prepared





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# **Fearon**

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to attend this show, in order to respond to the show organisers. I am advised by them that cars attending will be behind barriers to keep the public from close contact, and ground stewards will be in attendance. I understand that no entry fee will be charged to enter the show for those displaying their vehicles. However, they want us there by 10.00am and to stay until 3.30pm. The show website is well worth a look at [www.stanhopeshow.com](http://www.stanhopeshow.com) and charges an entry fee to the public of £7.00 for adults.

Your Committee agreed after some discussion that the Events Diary for next year should be pulled together by the end of October 2015. The driver for this is that the AGM will be held in January 2016, and I would therefore ask each of you, as Section members, for what you would like to do with your vehicle to meet up with other members and their cars of the marque. I was delighted to receive the support of 42 households becoming paid up members of this Section at the start of the year, but am concerned that that support has not yet translated into attendance at events, as it would strongly suggest that the programme of events does not reflect your interests. Here is an opportunity for you to shape the programme for next year, and I would welcome any contribution that you can make.

**And finally: notice is hereby given that the AGM of the North Eastern Section of the RREC, will be held on Sunday, 17 January 2016 at the Allerton Court Hotel, Northallerton.** This is the same venue as in the last two years. The facilities and food are both excellent.

**Rod**

### **Newsletter Editor's Wishful Thinking**

The last newsletter was e-mailed to the twenty nine members who had signed up to membership of the section, and posted to the thirteen members who had asked for a hard copy. It was, of course, available on the section website, where it could have been seen by the many thousands who access this popular site.

Rather than go to a print shop for such a small number of paper copies, I printed off a master copy on my home printer and then used the section photocopier. This is now about fourteen years old but has led a sheltered life. However, as soon as I started photocopying it failed to proceed! Fortunately not terminally, and I managed to coax enough copies out of it, and then the engineer from Carlton's came and gave it a going over. Those of you who received a printed copy of the newsletter will have noticed the poor quality of the copying. Unfortunately there is nothing that I can do about this. To take the newsletter to a commercial undertaking would improve quality, and permit two sided copying, but would be costly. It is my opinion that the newsletter is better presented as an A4 document although this does increase the cost of postage slightly. Two sided printing might reduce the cost of posting, as it would be half the weight, but not by the cost of having it commercially copied. I propose, therefore, that I should continue with the DIY method. I am open to suggestions! However, since writing the above, Roger Hall has kindly volunteered a member of his staff to print it off, so this copy should be much better.

Now the following is meant to be helpful and informative and also demonstrates my weak sense of humour, so please do not take offence! Should anyone consider writing an article, or anything, for the newsletter, or the Bulletin, then these are possibly useful suggestions. When Henry Royce and the Hon Charles Rolls set up in business together there was another gentleman who was very important to the newly formed company. This man was Claude Johnson, formerly secretary of the RAC, who joined Charles Rolls at his motor car saleroom in London, in 1903, and played a vital role in building and developing the fledgling Rolls-Royce Ltd. He was often known as the hyphen in Rolls-Royce and that is my point. All too often I see the hyphen omitted, in fact almost



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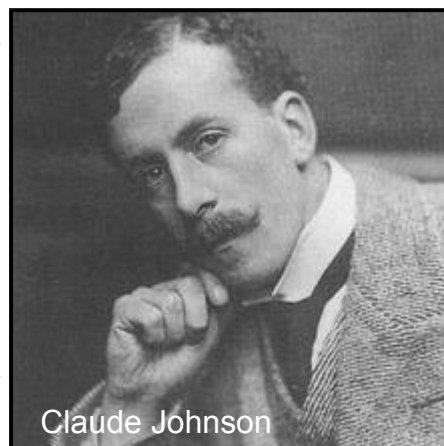
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always! So, remember the hyphen in Rolls-hyphen-Royce! BUT - there is no hyphen in the linked letters or initials RR. Following from that there is no hyphen in RREC or R.R.E.C. either of which is acceptable.

This has no authority from the company, as far as I am aware, but I saw it in a book Roger Hall lent to me some time ago, and it seems nice, so here goes. The singular of Rolls-Royce is Rolls-Royce and the plural is also Rolls-Royce, but when referring to the products of Cooke Street, pre-war Derby, post war Crewe and, I suppose, Goodwood, in the plural the phrase Rolls-Royce Motor Cars is preferred.

The Club, for some reason best known to itself, likes to refer to members' Roll-Royce and Bentley Motor Cars as 'Cars of the Marque'. Don't ask me why, though I suppose that is what they are. This is what we were told at The Hunt House, many years ago, in the time of Peter Baines, that should be used when sending contributions for the Bulletin and I have stuck to it ever since, despite various changes of editor.



And finally, when referring to Rolls-Royce Motor Cars they should never, but never, be called Rollers. One type of roller is a garden tool. Actually there is one leaning against the wall outside the conservatory at The Hunt House. Another sort of roller is used for road making. In times of yore, they



were often steam driven! The eagle eyed amongst you will notice that this one, in the photo, was built in Rochester.

Another of my pet moans, as Jackie will tell you, is the number of occasions that the Union Flag is flown upside-down! Incidentally it is only the Union Jack when flown at the bow of a ship. I am amazed at the number of times people say to me that they never know which way up it should be. Simple - the broad white stripe should be uppermost next to the flag pole. If there is no flag pole it is deemed to be on the left hand side. Commonwealth countries like Australia and New Zealand are lucky, they cannot get it wrong! - Here endeth the lesson!

I attended the small hp seminar at The Hunt House in May. It was an interesting weekend, as usual, even though I no longer own one of those cars. This made it all the more relaxing, as I no longer had to worry about copper tubes, calorstats, one shot lubrication systems and the like. There was also an interesting mix of members attending. Some had been members for many years, while others had just joined, the most recent only four days previously! While some lived locally (North Yorkshire to the south coast), others had travelled from Ireland, the Netherlands and Switzerland. The motor cars brought to the seminar varied from a late twenty up to an early 25/30. One of the cars was the 1934 20/25 used by the BBC in the series 'To the manor born', starring Penelope Keith as Audrey Forbes-Hamilton. (see front cover) The young man who now owned it had only bought it recently, sight unseen. Regrettably, it seemed that 'Brabinger' had not been too good at servicing and maintenance!

As a 'by the way', I note that Allan Fishburn and Peter Kitching represented the section at the Hurworth Village Classic Car Rally and that Allan was also at the Finghall



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Village Fete. You see I have my spies! Peter was also at the, very wet, Stokesley Show. There were also two Silver Shadows there, but I am afraid that I did not recognise the drivers. One of the cars was all got up for wedding hire. Ex-members Paul and Sue Frankie were there too, in their Aston Martin, DB7, I think that is what it is.

*Martin*

## **Welfare**

Janet Clark stepped off a kerb in Ripon recently, and broke her ankle. After waiting almost one hour for the ambulance she was eventually taken to hospital in Northalerton, then transferred to Middlesbrough. She has now been operated on, pinned together and told not to walk for some time. I understand that the ankle is slowly starting to improve, so we wish her well for a full recovery. The pain must have been excruciating.

## **Where we have been**

### **Drive it Day**

Brilliant sunshine greeted us on Sunday 26 April, despite the more pessimistic forecasts. Jackie and I met Roger and Janice Hall and their pink Phantom in South Kilvington on the northern outskirts of Thirsk. From there up the A19 to Middlesbrough, a distance of about 30 miles, took about the 30 minutes it should have done! On arrival at the Middlesbrough and District Motor Club we were greeted in the car park by a line up of



Jaguars, E Types, XJ6s, an XK140, XK8, X Type, XJS and also a Fairthorpe Electron. Jackie and I are now members of RREC as 'Enthusiasts' rather than owners, as we sold our Mark VI about four years ago. We all do silly things. So - we were there in our 1966 S Type Jaguar, sans windscreen wipers, and hoping it did not rain. We were soon joined by Rod and Dylis Macleod in their 2001 Arnage Red Label. We were made welcome by the M&DMC who provided tea or coffee, and road books were handed out to be studied by the various navigators. We were soon chatting with friends old and new from the JDC.

Quite rightly, Roger and Janice and their Phantom II were given the number one spot and were first to go off. However, not having any of the helpful technical gizmos, such as a trip meter, they volunteered Jackie and me to lead the way. There were no rules with regard to technological assistance, and although I did find the satnav useful, I did think it was a bit of a cheat, but never mind!

An excellent route had been put together for us and we were soon out of the built up area and into the countryside. The directions were very easy to follow and gave a cumulative mileage, intermediate mileages, tulip diagrams and de-



tails of directions on signposts. How could we go wrong? Actually, I do not think anyone did.

The route took us through picturesque villages such as Kirkby, Faceby, Swainby, Scugdale to Osmotherly and then under the A19 to East Harlsey, East Rounton, Hutton Rudby, Seamer, Newby and back to Middlesbrough. There was only one steepish hill with a hairpin, and the only other need for driving skills was in Osmotherley where we were competing with caravans, coaches and parked cars for the same bit of road. Of course, there were also one or two horses!

On arrival back at the M&DMC we parked on the lawn in front of their impressive club house. A three course lunch was provided but owing to a slight logistical problem some of the food was in short supply.

It was a great day, and it did not rain. There are lots of pictures on the website, if you have not already looked.

A huge 'Thank you' to Richard Adams of the M&DMC for a brilliantly organised event.

When I got back home I found an e-mail letting me know that Colin Liddell and some friends had had their own Drive it Day, and had actually managed to gather more cars of the marque (3) than the official one!

## Kilburn-Gilling-Byland

Sunday 31 May dawned chill, wet and windy, but did improve. Fourteen people arrived at The Mouseman Visitor Centre, Kilburn for a coffee, chat and browse round the shop. We were pleased to welcome Albert Lim and his wife, from Singapore. They have long term connections with the UK and keep cars over here for their frequent visits.

Five Cars of the Marque, two of which were pre WW II, and a selection of others then set off on a scenic ride to Gilling to see the Ryedale Model Engineers and their miniature railway, where some of us enjoyed a trip on the train!







Those energetic members of the party ventured up the road to enjoy the magnificent view of Ampleforth Abbey and College, before setting off for our final short drive to the Abbey Inn Tearoom opposite the ruins of Byland Abbey. After a late lunch of soup, sandwiches and fries, we all departed on our separate ways in, by now, bright sunshine. A very pleasant way to spend a not very warm Sunday in summer!

*Janice Hall*

### **Where we are going:**

### **MGOC Classic Vehicle Rally, Tynedale Park, Corbridge - Sunday 5 July**

This is only a few days away, so if you have not booked, I am afraid that it is too late. However, if you turn up on the day, I expect that you will be allowed in. Come and find the RREC stand and we will try and fit you in!

*Martin*

### **North East Land, Sea and Air Museum, Sunderland Saturday 11 July**

A pretty poor response from the membership, as I understand it. There may still be time, so contact Mark Ramsey, soonest. Times are from 9.00am until 4.00pm.

### **Allan Fishburn's BBQ - Sunday 12 July**

There is still time to book for this, but please contact Allan, pdq. See booking form below.

### **North of England Rally - 8/9 August**

Again, there is still time to book, but you will have to hurry! Booking form below.

### **Raby Castle - Sunday 16 August**

As last year, this is a Mark Woodward event, open to all marques of classic car.

We have been invited to join Area 11 of the JDC on their stand and partake of their hospitality. There is a booking form below, please complete and return this to Geoff and Sheila Mansfield by 8 August. You never know, you might win a prize! Arrive at about 9.30am to 10.00am.

### **Dairy Farm, Danby Wiske - Sunday 20 September**

See the future of Dairy Farming, and you will be fascinated to see cows training robots and robots training cows!

This is something very different from our usual events, and you will meet the young couple responsible for this enterprise.

We will meet at James Garbutt's Middle Farm, Danby Wiske, near Northallerton, DL7 0AE at 11.00am on Sunday 20 September.

After our visit to the farm, we shall have a short drive to Allerton Court Hotel, Northallerton, where we shall have lunch. This will consist of a main course (carvery) and pudding. The cost of this will be £13.00 per person to include a small gratuity. Coffee/tea is not included.

Please send your booking form, together with a cheque, made payable to RREC NE Section, not later than Monday 7 September.

*Janice Hall*

### **Beamish Open Air Museum - Sunday 27 September**

This is another NECPWA event. Arrive at 10.00 - 11.00am and stay until 4.00pm. The museum will be fully open, including catering venues. See booking form below.

### **End of season meet - Sunday 11 October**

Jackie and I are proposing a meeting to round off this year's events. The idea is to meet at Mainsgill Farm Shop, on the south side of the A66 not far north west of Scotch Corner, for coffee/tea, scone etc. For those who do not know it, it is the one with three camels, and some alpacas etc! In addition to the café, there is an excellent food hall, on the ground floor, and a clothes/gift shop above, stocking all those things you cannot live without. A good source of Christmas presents.

We will then embark on a drive of about 35 miles through not unattractive countryside to the Chequers Inn at Dalton on Tees. We have been to this pub on two or three occasions, and the food is good and so is the parking!

There is a booking form at the end of this newsletter. We felt that numbers should be limited to about 20, so get your booking form in early.

### **Club AGM and Annual Conference Report, by Bernie Surtees**

I must start by saying these are my thoughts and recollections and may not be quite the same as the official report issued by the Club board of directors.

#### **AGM**

The Daventry Court Hotel was the Club's chosen hotel venue for the delegates and post AGM dinner. Checking in was the usual minor chaos i.e. I was allocated the same room number as the French section chairman. However, reception then gave me a room on my own, but I had made a new and friendly contact who invited the North Eastern section to join the French in any of their events and on your behalf I reciprocated as his homes in Paris and Brittany sounded like reasonable places to visit!





The hotel reception was a great place to meet fellow delegates, including the ever smiling Club chairman Duncan Feetham. How does he remember everyone's name? Much networking resulted in sharing a table for dinner with a past chairman and two members of the Romande (South Western Switzerland) section, more of which later. The carvery offered was of a moderate standard.

Saturday morning and all delegates assembled at THH and the AGM started promptly in the CS Rolls wing and was opened by the chairman, Duncan, in his warm and friendly manner recalling both his and the Club's past year.

Essentially he was pleased with what he had seen and experienced and if elected was happy to take the position forward to improve the Club's offering to members and prospective new members further, who need to be attracted to the Club.

He made particular mention of the now very good relations with the Foundation, thanks to Jane Pedler, who was to address the conference later in proceedings. Jackie Rowbotham was praised for the improvements to the new look Bulletin. Thanks were given to the volunteers for the start of the SZ register (JC took the details with a view to joining the register) and the Goodwood register was congratulated as it already has 100 members.

Comment was made of the refurbishments and repairs carried out at HH, namely workshop improvements, trophy room and cabinets by the 'Trophy Master' and much was made of the prospect of the new gas central heating boiler and radiators (still awaiting commissioning by British gas). Enhanced security was already in place, hence the sign in procedure, new locks and more to come, such as CCTV. This is necessary following police and insurance company advice following the disappearance/loss of a number of items from display in HH. Very sad news to hear and it is hoped the items some memorabilia of little intrinsic value but important for the Club archive will be recovered. All members were asked to be observant if offered items of memorabilia and to check discreetly with HH for advice as to acquisition and ownership provenance.

The minutes of the 2014 AGM were proposed and seconded with no significant comment and unanimously approved with little need for explanation or comment.

The auditors were thanked for previous work and similarly reappointed.

The election of directors was successfully concluded and will be advised in the official report.

Any other business questions resulted in asking for a volunteer to create an index for the Bulletin (missing for a while). Henry Bourdet (17) webmaster, member and son of a long standing member of the Romande section stepped up and I for one look forward to seeing his good work. He is a sharp young chap, fluent in English and keen to help the Club and was present on our table at dinner the previous evening along with his Chairman Gerard Le Clerc.

This concluded the AGM with no rancour detected and much good humour displayed.

## **Conference**

Outstanding trophy presentations were made and thanks offered by the recipients. Names and details will no doubt be detailed in the official report.

The Conference chairman Ted Meacham opened the meeting and introduced Club deputy chairman Johan Vanden Bergh.

He made a presentation of the board's activities very eloquently and professionally and again this, I understand, will be presented in full on the Club website and in the next bulletin. Past and future was his theme, with focus on the need to attract new members to replace those lost for varied reasons. A past chairman commented that the bar chart showing the decline in membership from 8105 in 2009 to 7594 in 2014 was a concern but looked alarmist in the chart. The need for a growing or at least a

stable number, was important to maintain the level of support the Club currently enjoys.

The financial Statements were also similarly approved.

The first subject for discussion was the revision of the regulations/rules for sections, including time limits for notices of AGMs etc. Very valid reasons were given by the board why this process has to take so long. Revised rules will be published generally in due course for ratification. The Club legal eagle, Celia Fitzhugh, gave explanations which will be incorporated into the final draft.

Members were requested to ask section members for ideas as to improve Club offerings, such as any ideas for technical seminars.

There was much discussion as to the possibility of a change of name, logo or 'strap line' that would be more attractive and inclusive, e.g. including Bentley in the title, as many new members possess such cars. Mention was made of 2014 new Bentley sales of + 10,000 and all potential new members. Johan explained most eloquently the problems associated with the BMW and Volkswagen protection of their very expensively acquired registered copyright names and how they go to extensive lengths, involving much litigation, to protect them. The Club name and logo is in our ownership and inviolate as it was in the power of grant from Rolls-Royce PLC. Though it must be used as shown in THH literature. As such it has a huge commercial value that we could never hope to replace. New strap lines are always up for consideration, so please put your suggestions forward for consideration.

Directors could not offer a single reason why adept members do not volunteer for the responsibility of office. Although these positions do attract modest expenses, they are volunteer positions. Efforts have been in place for some time in the way of video conferencing etc. to mitigate costs to the Club. The position of board member does require a high level of professionalism and an ability to handle normal modern business computing skills.

Directors would try to become more visible to the general membership by greater attendance at more local events. DF added his programme was very full including a trip to Sweden but his aim was to visit every section. His handshaking will no doubt become a thing of legend second only to the Queen.

A training programme to give members, local to THH, the skills to guide visitors around the building and objects of great historical importance held at THH, is ongoing.

SHRMf has suffered badly with a lack of membership subscriptions/donations. This is a trend that needs to be addressed urgently. Now that relationships are very cordial, it is a responsibility of all RREC members, if possible, to support our charity and, very importantly, the holder of our assets in trust. As representatives we need to explain the importance of the charity functions of supporting education. To that end we were asked to take a pack of leaflets/applications back to section meetings with the offer of membership of the Sir Henry Royce Memorial Foundation for an introductory offer of £20 per annum, a reduction of £10, if completed by June this year. Also all subscriptions or donations can be gift aided, as it is worth up to 40% more after government tax refunds. I have since acquired a stock of application forms, which I will pass to our secretary as a direct mail shot is not possible from SHRMF as it is considered a separate entity from the RREC under the data protection act.

A question was raised regarding the submission of committee meeting minutes. These are required to be sent by section secretaries to THH in a timely manner.

The question of non-members attending section events exclusively by way of a small local subscription without the need of RREC membership was discussed. Following a very dilute mention earlier I stood to ask whether, the Welsh model of allowing local membership, was possible. The Welsh section chairman of long stand-



ing was asked to respond, which he was happy to do. He said, with a little prompting from the chair that "the experiment to allow local membership was now at an end and only full RREC membership was acceptable". No results of the experiment were offered, but would not be used in any other section. The legal eagle, Celia, gave the Club position based on a letter recently received from the Club's insurers. This stated that "only Club members (including wives/family paid up members) are covered for insurance purposes" even if due diligence had not been followed. Should members bring guests/passengers in their vehicles they are the "responsible body" She added that it was assumed drivers were knowledgeable and had taken care of their guests requirements as far as insurance was concerned.

It was suggested that section secretaries meet at least once a year. The chairman stated that the conference was budgeted at £15k this year so cost to membership had to be considered against any benefit

Ways of attracting Club membership were discussed in open forum. Putting on attractive events was agreed to be the most likely to succeed. However, more breakfast meets at commercial venues, and greater web presence e.g. 'street life' were suggested.

The question of seeking "Royal" Patronage was raised. Although it sounded attractive to many delegates it was voted down. My personal view was that the idea was not well presented, and for "Royal" what was meant was any influential name of note to add prestige to our cause. From personal experience, I know this works with other Clubs, though selection has to be rigorous i.e. no "Jimmy Savilles".

The conference adjourned for dinner at the Daventry court hotel, a much better meal than the previous night. The past lady chairman's address in the toast to the Club was loudly applauded for its excellent precepts.

The conference resumed on Sunday morning with a professional presentation of the work of SHRMF by the Jane Pedler (chairman) who detailed new appointments, new acquisitions, consolidation of prizes and awards to outstanding engineering students. She also mentioned her expanding role and how relations and co-operation with the Club is working very well. Again the leaflet created by John Beecroft (Northern Section chairman and SHRMF director) offering voting membership benefits was mentioned. A window sticker is to be included to show involvement.

Please look out for an advert being placed in section newsletters.

A delegate put forward local charitable co-operation as way of making the Club and the work of SHRMF more visible. He talked of their sections involvement with the local RNLI including rides in a lifeboat on an open day.

I asked the room for suggestions on how to turn post code members into section members. I received a sympathetic response from the chair but no concrete ideas from the floor other than "we have the same problem".

Finally:-

A very good presentation was made for a proposal to make better use of THH as an attractive venue for functions and as a museum (sad so many artefacts of historical value are hidden in corners currently), and to make HH a revenue earner. This was an idea to continue earlier improvements on a bigger scale; enhance the entrance which should be more attractive and secure, and provide disability access; upgrade the lavatory facilities (much needed in my view given their tired current condition), and again provide disabled facilities; build a glass fronted car display area to house a members bequest. Almost unanimous go ahead was given for the team to make progress from idea/dream to a proposal to (including provisional budget) for consideration.

The meeting concluded in great spirits with all departing with the purpose of attracting new members and making the Club the one to work with.  
Wow that took longer than I thought!

**Bernie**

## **Annual Rally - Sunday 21 June Burghley House, Stamford.**



The next Bulletin will be full of it, with many photos, and also photos on the Club website. Our John Harrison was there, so I expect there will be lots of photos on our website as well.

Roger Hall very kindly offered Rod Macleod and myself a lift down on the Sunday. Roger's P II travels well on modern roads, and we made excellent time, arriving at about 9.00am. In fact nothing was open, so the anticipated bacon sarnie had to go by the board. I only saw John Harrison, Nick Clark and Margaret and Gordon Blacklock though I think that Jim Clark and Mark Ramsey were around somewhere, and I expect many others as well. As usual there were plenty of beautiful cars on show, and Burley House provided a stunning backdrop that was quite worthy of the foreground!



1937 Bentley 4 <sup>1</sup>/<sub>4</sub> by Vesters & Neirinck

1934 Rolls-Royce 20/25 by Van den Plas

Here are a few photos of cars that took my fancy, as usual all pre 1940, I am afraid!  
An enjoyable day, my thanks to Roger for the transportation and Janice for an excellent picnic!





A pair of Silver Ghosts



1933 P II by Freestone and Webb

The closure of the A1 north-bound on the way home, was not, however, appreciated by us or the, probably, thousands of fellow travellers forced into long delays.

*Martin*

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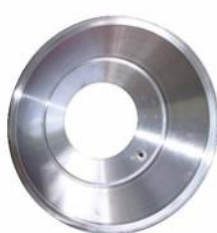
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