

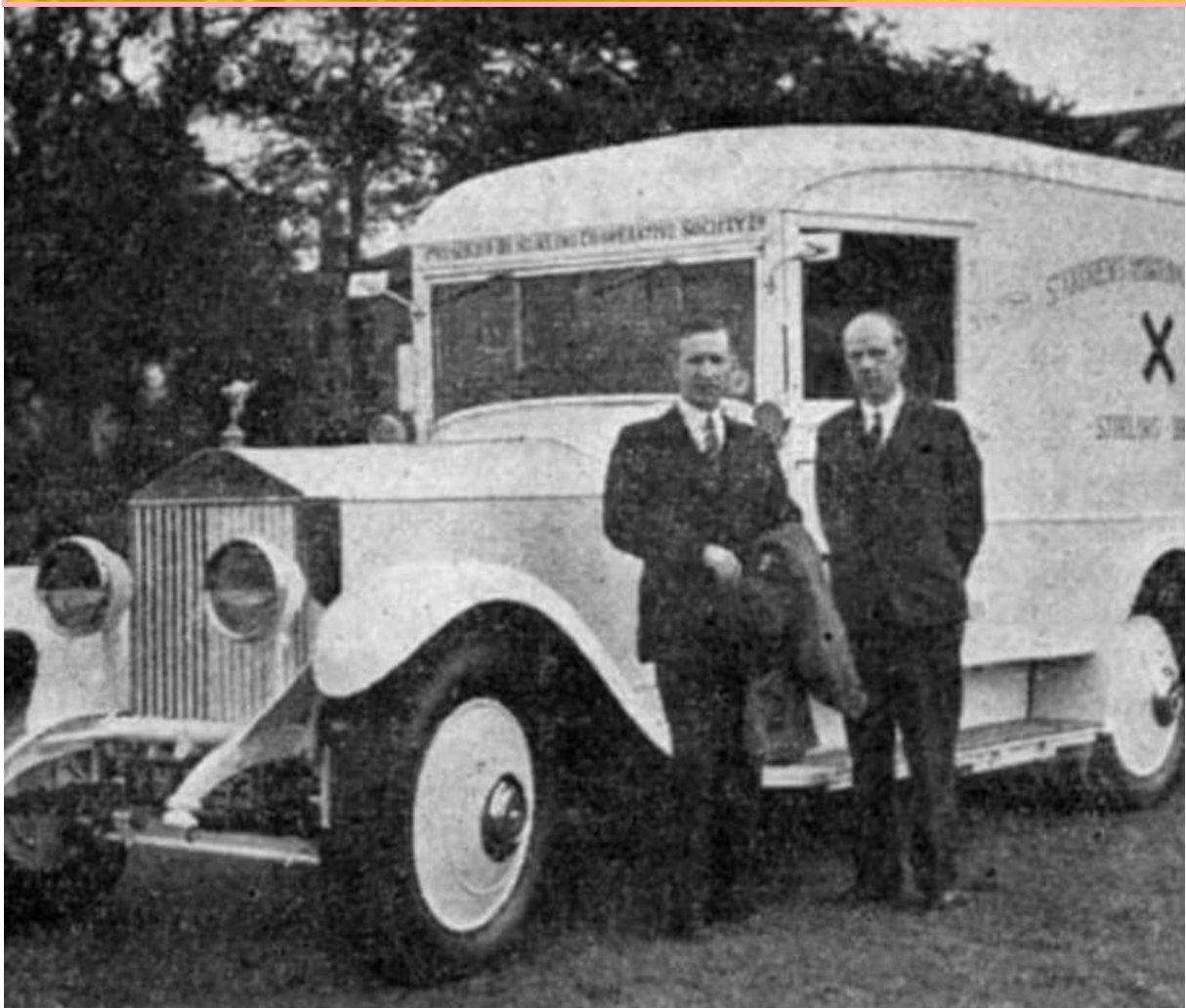


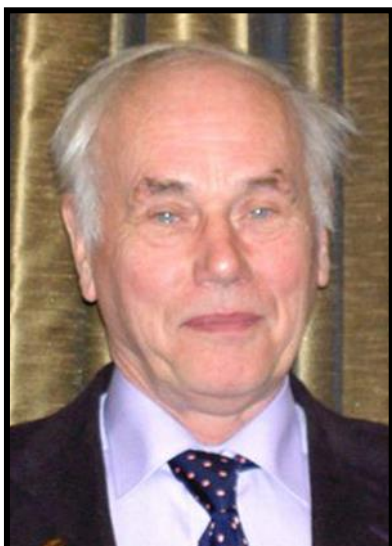
# ROLLS-ROYCE ENTHUSIASTS' CLUB

**NORTH EASTERN SECTION  
NEWSLETTER**

**October 2020**

**Due to the strain that the Corona virus has placed on the NHS, the service has decided to bringing out retired ambulances.**





## Rogers Ramblings

Have you been following events at the Hunt House? The 'Dark Forces' I referred to in my last ramblings have, thanks to Rod, been exposed.

He seems to have provided to the directors, back-bone and authority, well done Rod your reward is to be made deputy chairman of the RREC!

I suppose we can regard ourselves as a preservation society, of the cars we seek to preserve, some are 20 years old, some near 100. The pre-war cars will always start after a lengthy Covid shutdown, the newer post war cars will start... maybe? The world surely would be a better place if Sir Henry Royce's philosophy of 'Take the best and improve it' was adopted.

Our social events have been shut down but, thanks to John and Peter, our website and newsletter flourishes. Keep safe

Roger.  
September 2020

### The Sections Website:



The website is now: <http://rrec-northeast.org.uk>

A Rolls Royce Ambulance presented to St. Andrew's Ambulance Association. When the Joint Ambulance Committee of the Association and BRCS contracted in 1948 to provide the NHS with an ambulance service, the Scottish Home and Health Department provided new or replacement vehicles. Ambulances transferred from both voluntary societies had a value placed on them according to a set formula resulting in several Rolls Royce vehicles being valued at 2/6p (12.5p)







## **Rolls-Royce & Bentley Specialists**

**Service \* Repairs \* Electrics \* Air Conditioning  
Rolls-Royce Trained Staff \* Quality Workmanship  
Competitive Rates \* Delivery & Collection**

**Member of Institute of Motor Industry**

**Tel: 0191 276 5588**

# **Fearon**

**Mobile: 07973 381 888  
Fax: 0191 276 6992  
Foundry Lane, Ouseburn  
Newcastle upon Tyne**

## 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 have been cancelled until further notice.**

### Events for 2020


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.

### 2021

Section AGM: The Allerton Hotel, Northallerton, has now been placed in receivership.  
25th to 27th June: Annual Rally. Burghley House Stanford..

## RREC General meeting: 31st Oct 20<sup>th</sup>. Votes in by 11am 29<sup>th</sup> Oct.

It is very important that you use your vote, remember if you do not use it, you will lose it. If you need help in downloading the voting form, contact: petercharlton1@yahoo.com



**THE FIVE YEARS GUARANTEE**

IN Consideration of Standard 3 Litre, body by Gurney Nutting  
agreeing to purchase from Jack Barclay, Berkely Square, London.

Chassis No. 923 Engine No. 933 which is sold subject only to  
and with the benefit of the following express warranty which shall exclude all conditions warranties and liabilities whatsoever  
whether statutory or otherwise which might exist but for this provision Messrs.

BENTLEY MOTORS LIMITED agree to supply new or repair free of charge any part of such Chassis other  
than proprietary articles such as electrical fittings, lamps, shock absorbers, detachable wheels, or other such accessories or  
fittings, that may fail on or before the 20th day of January 19 30, owing to defective  
materials or faulty workmanship provided the defective part is returned to their works at Cricklewood, carriage paid with the  
claim for repair or replacement, or the chassis is delivered at such works free of expense.

IT must, however, be understood that this guarantee in no way affects such repairs or renewals as may be occasioned by  
fair wear or tear.

All rights or liability shall immediately be forfeited or cancelled if:-

- (a) The Chassis is used for racing or other competition work without the written consent of the Company, or
- (b) Any repair is done to the Chassis by any firm or company, other than Bentley Motors Limited, or an  
Authorised Service Agent, without the written consent of the former, or
- (c) The weight of the completed car with equipment exceeds 36 cwt, or
- (d) The dimensions of the body exceed the limits specified on the Company's "Coachbuilder's drawing" in respect  
of the 3 Litre Chassis, or
- (e) If the Chassis is used for hire purposes of any description.

THE benefit of this agreement is not transferable except with the consent of the Company. Anyone desiring such transfer  
may obtain it by sending the car at his expense to the Company or an Authorised Service Agent for inspection and by  
subsequently placing an order for any repairs and adjustments that the Company may consider necessary. After these repairs  
have been completed the Company will transfer the Guarantee, on payment of a fee of £5 which does not include the charge  
for any repairs or adjustments.

For and behalf of BENTLEY MOTORS LIMITED W. Barnato  
Director.

Osgate Lane, Cricklewood, London, N.W.2 20th. January. 19 25

## TERMS OF BUSINESS

PRICE AND SPECIFICATIONS All prices and specifications are subject to alteration without notice. The price to be paid for each chassis or complete car is that current at the date of notification that the chassis or complete car is ready for delivery.

TERMS OF PAYMENT A deposit equal to 20 per cent. of the list price of the chassis or complete car is to be paid with each order, and the balance on notification that the chassis or complete car is ready for delivery.

DELIVERY All prices quoted are for delivery at the Company's works at Osgate Lane, Cricklewood, London, N.W.2. The cost of delivery elsewhere is chargeable.

GUARANTEE All chassis are sold with and subject to the Company's FIVE YEAR GUARANTEE.

EXHIBITING (a) The purchaser shall not exhibit any Bentley chassis or body and accessories supplied therewith at any Exhibition held in the United Kingdom of Great Britain or Ireland, without the previous consent in writing of the Company and further guarantees that no one who may acquire title under or through him shall so exhibit the same. (b) In the event of any Bentley chassis, body or other accessory being exhibited contrary to the provisions of clause (a) of this condition, the purchaser shall pay to the Company the sum of £250, such sum being the agreed damages which the Company will sustain. Any sum in respect of such damages may be assigned by the Company.

# Bentley

## The world's finest sports car.

To the left: A copy of a 5-year guarantee for a Bentley motor car..

Until I came across this guarantee for my car, I had no idea that Bentley Motors offered a five year guarantee in the 1920's for their cars. They must have been very confident with the cars reliability, to offer such a promise. A 59 Rolls-Royce Cloud I guarantee only last one year for the body and three for the chassis.

## North Eastern Section Weekend/Autumn Break 2021

As you all know 2020 has been a very disappointing year due to Covid - 19 pandemic which seems to have taken over our lives! I was in the final stages in the organising the Section Weekend which started back in February this year. Many thought the virus would come to an end by the end of September including myself, how wrong we all were. As many other rallies and car shows were getting cancelled throughout the summer months, I was still positive that our weekend would go ahead. Sadly, it was not to be and the rally was cancelled two weeks before it was due to take place.

Solberge Hall Hotel have now refunded the club in full and those members who had booked will be sent refunds very shortly.

I have had constant communications with Solberge Hall Hotel and we have decided to re-schedule the rally to next September (2021).

My thoughts were to extend the stay to three full days (four nights) midweek as this would free up more dates from the hotel and make it better value as prices for hotels have risen quite sharply since the lockdown. This schedule was tried last year for the 20HP section with great success.

Next years Autumn Break which we shall now call it is pencilled in for Sunday 5th - Thursday 9th September 2021

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

(3) Luxury Suite £725.00

(4) Double Deluxe £710.00

(5) Superior Double £695.00

(12) Classic Doubles £670.00

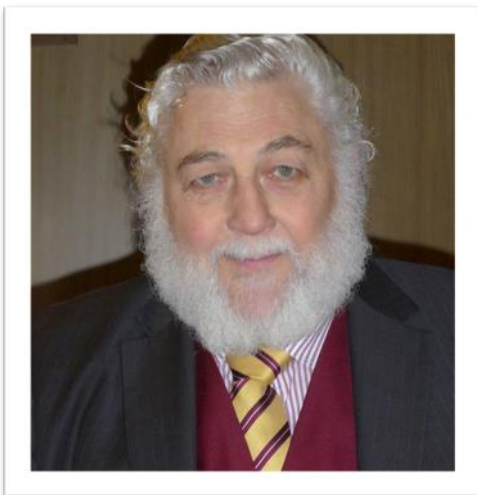
For single occupancy the cost is reduced by £80.00 on above quotes

Your comments and feedback on the above would be welcomed and if you require any further information you can contact me at -

nickclarkrr@btopenworld.com. Booking forms will be made available once the arrangements are finalised.

Nick Clark





## CONTACT POINT COMMENTS.

The edicts issued by the Prime Minister have rarely had an immediate and direct impact on the social activities of individuals right across the country in the way that the Covid 19 lockdown has had. The most recent pronouncement that meetings of groups of six or more individuals, indoors or outdoors, are banned and the ban enforceable at law has, with great disappointment, led to the immediate cancellation of the Section Weekend planned for the end of September.

All monies received for that event will be repaid to

participants who include a number of Yorkshire Section Members who I would like to thank for their support of this Event.

Nick Clark was the organiser of the event and is looking to re-arrange it for next year and elsewhere in this Newsletter is asking for support in principle at this stage for an event of slightly longer duration that would run from Sunday into the mid-week.

The pandemic has a long reach. I have contacted our Christmas Event host and been informed that they are not taking bookings for Christmas at present but as regular customers will inform us if that changes. I have contacted our AGM host and the booking for 17<sup>th</sup> January 2021 still stands

I was co-opted onto the RREC Board at the beginning of March standing down after the AGM on 15<sup>th</sup> August only to be co-opted onto the Board again and then voted in as Deputy Chairman. This arrangement is not in breach of the Articles of Association but is exceptional in that most Members would expect the Chairman and Deputy Chairman to be Directors voted into Office as Directors by the Members rather than co-opted.

I fully accept that very valid expectation and need to deal with that matter going forward.

There is a lot going on to do with the management of the Club by the present Board due to a call led by Ted Meacham, Central Southern Section Secretary for a General Meeting calling for the removal of all the present Directors except for the two appointed at the AGM. This might mean that my tenure of office as Deputy Chairman is the shortest on record!!

The call for a General Meeting will succeed as it has the requisite backing of 5% of the total RREC Membership but the proposals to be made for the removal of the existing Directors have to be voted on by the entire Membership. Members will be provided with information to inform and assist the voting process.

These are unprecedented times for the RREC and when the time comes to vote I am rather hoping that the votes of the 90+% not calling for a General Meeting will vote in favour of the status quo, but the problem is that this silent majority have little interest in Hunt House affairs and their focus is the enjoyment of their cars with like-minded individuals.

*Rod MacLeod.*

*Secretary, RREC NE Section.*

*September 2020*

## Happy Birthday to the MOT

60 years ago, on the 12th September 1960, the new Ministry of Transport tests were introduced for vehicles across England and the rest of the UK. The Ministry of Transport test soon became known as the MOT - to the point where no one ever calls it the Ministry of Transport Test - not even mechanics!

12,500 garages throughout the country began the scheme to check all cars, small goods vehicles, motor cycles and hackney carriages which had become ten years old or more in order to find whether the brakes, steering and lights were in good order and in need of adjustment or replacement.

Initially, the test was referred to as the, "10-year test", because it was aimed at the large number of vehicles of that age on British roads, thought to be more than 1.5 million at that time.

My father remembered this time vividly and said scrap yards would not be able to cope with the influx of vehicles that would require scrapping.

Two years later in 1962 tyre tread was brought into the scheme and scrap yards once again had problems dealing with vast numbers of MOT failed vehicles turning up on their doorsteps!



My 1927 Austin 12/4 was a culprit in 1963 when it failed the MOT on all four tyres. The owner at the time was aware that a new set would set him back £12.00 and thought it not worth that on the car, as it was only worth a tenner! on a good day. As he stood in line outside a scrap yard waiting his turn to dispose of the Austin a farmer was eyeing up the row of cars and asked if the engine was ok? the reply was yes and thirty bob (£1.50) changed hands and the farmer drove it home to his farm near Royal Leamington Spa. It was stored in a lockup garage for the next 51 years, until I acquired the car in 2014, still wearing its 1963 tax disc!

### Nick Clark

The first car ever to be MOT'ed in Stockton was done at: Benson, Durham Road Car Co. The car was a Hillman Minx owned by Chief Superintendent Puckering. The MOT tester was our own Allan Fishburn.

At the same time at Billingham Motors, Kendrew's Silver Ghost was also being MOT'ed.

# Progress Report No 4 1925 Phantom 1 37LC



Slowly but surely 37LC is coming together nicely. The body tub now secure and rear wings fitted. Spare wheels are now mounted in the recess of the petrol tank, which incidentally was made from scratch by Michael and to redeem what would have been lost gallon wise he made the tank broader at the front to compensate for the loss, and what a perfect job he made.



As with many restorations there's a lot of waiting for parts and other jobs that have been farmed out, so I thought with time on my hands I should fit the dash and do the wiring. Correct cotton braided wiring was ordered and delivered together with the correct Ross Courtney connectors. If any member has tried to rewire a P1 then you know how tricky it is. the first couple of wires inserted into the conduit (in the chassis rails) are no problem but then when you are up to the sixth you start with the problems, TOO TIGHT! After a bit of patience and tugging it all came together. Back lights now fitted with double filament bulbs so we had stoplights incorporated in the side lights for safety.

Dash board fitted with all instruments and wired accordingly. Battery fitted next and with a flick of the switch we had ignition, rear lights and stoplights, so far so good!! Nickel plating arrived after a ten week wait due to lock down, so the gear and hand-brake levers are now assembled.





I have been asked the question by a few members "how did the new cylinder block perform on warm up", going back to my first report, I mentioned Michael had made a Monoblock from scratch to replace the original 2 blocks, one of which was damaged. The answer is "it performed perfectly". It was brought up to temp' ( 75 degrees) three times and after cooling down the block was bone dry. After three days the water level was at correct level and the engine oil was as clear as day installed. A few members ( including myself ) were worried the block would not expand and contract at the correct rate which would result in leaks.



Michael's workshop at his home was full of every tool and machine possible. His large milling machine which he used to mill out all the steel for the new block was very impressive as was his ability to manufacture this very delicate piece of the engine ( see photos ). His engineering skills were second to none and far beyond many including myself.

Nick Clark



# West Rugby Club Sunday 19th. July.



On the left, pictures of section members cars arriving at West rugby club, Catcote Road, Hartlepool.



Over 400 classic cars and 200 motor cycles were in attendance. A very good turnout of section members. 12 Rolls-Royce and Bentley cars.





## First and Second for section.

What a pat on the back for section members. Peter Kitching in his Rolls-Royce 25/30 and Geoff Mansfield, in his Bentley SI were awarded first and second place at the car show.

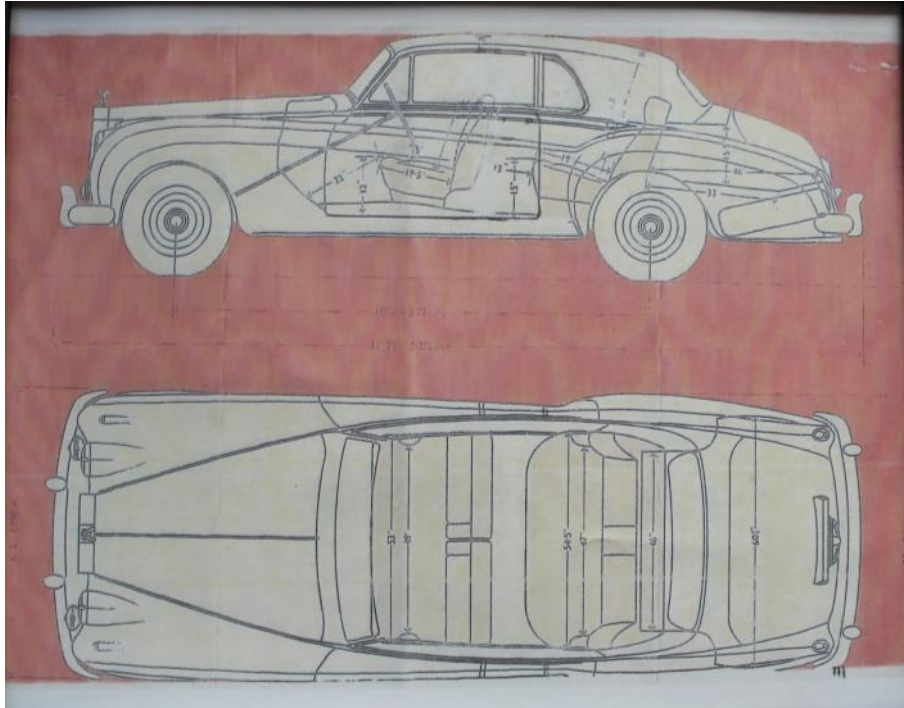


Geoff and Sheila Mansfield enjoying the sun next to their very well presented Bentley SI. Dave and Elizabeth enjoying a well deserved cup of tea. The weather was very kind, the show had an excellent BBQ, I asked if they had a vegetarian option, they answered, "yes", "the bread".



Left: Allan Fishburn's 20/25.  
Above: A Rolls-Royce Cullinan.





## LSKP73 a Silver Cloud two door coupe.

You may have read in the March 2020 edition No.359 of the Spirit and Speed, on page 40 to 43, that John Cory had converted a standard steel Silver Cloud III to a magnificent two door coupe.

Four years ago, I had the pleasure to visit John at his home in New York and take a look at his vast collection of coach-built Silver [Clouds, Silver Wraiths and Phantom V's. Over 30 immaculate cars stored in his basement car park. John states his cars are not all perfect, but as far I was concerned, they were very close to perfection. Every car could be started and run perfectly at a minute's notice.

John kindly sent me some more pictures of his fabulous collection that I share with you.

Below: The two door Silver Cloud III coupe, pictured in the basement of John's home in New York. Part of his other collection of cars lined up in the background.

John is in the process of building a new home for himself. His new house has been designed to fit all his cars, (plus extras) in the basement.





## John Cory's Silver Cloud Coupe.

The Silver Cloud Coupe in the bright North American sunshine. Four years ago, he showed me the plans for this car he was in the process of converting to a two door Coupe.



The Silver Cloud's  
fantastic interior.



1. Bodywork fabrication was well underway by January 2015.
2. Lock mechanism had to be relocated onto new door jambs.
3. Front doors needed to be extended to fit the coupé format.
4. Rear quarter panels were filled in while retaining styling curves.
5. Back seat needed extensive remodelling to align with the armrests.
6. Three resprays were needed before the owner gave his approval.
7. Rear window switch was relocated to the driver's door.
8. Extending door capping's and matching the grain was a challenge.
9. Front seats modified to fold and backrests to lock in place.
10. Location of vanity mirrors was dictated by the new metalwork.
11. New door cards and capping's show no sign of the work involved.





## Wynyard Hall, Sunday, 23rd. August 2020.

Above: It's either love or hate,  
the "Rat" got lots of attention.



Tom Horner's excellent  
20HP.



Above an ex Sultan of Bruni  
car.



Despite the threat of heavy rain, there was a very good turnout of classic cars in the car park at Wynyard Hall walled garden. Well over 120 cars were in attendance, including six Rolls-Royce and Bentley cars. Seven NE section members.



Peter and Allan's cars.  
Always gleaming.

The weather stayed fine until about 2:30 and the heavens opened. It's a good job our cars do not melt in the rain.



The cars attracted a huge crowd of admirers. The Wynyard café did a roaring trade.



## What are the chances:

A Silver Cloud III and Bentley SIII with registration numbers only 300 cars apart. The car on the left featured in the TV series, “Heart Beat”. Until recently, the brakes on the car were very poor disputes lots of attempts to resolve the problem. Allan Fearon came to the rescue, he took the car under his wings resolving the numerus issues left by the previous owner.

## Wedding Business

Fancy starting a wedding business? See below an add I came across for the ideal car to start your fleet of wedding cars.

Formerly the property of his Highness Late Shah of Iran.  
 194 Miles on the clock.  
 Fully maintained by the current second owner as part of a collection. Supplied by Jack Barclay (ordered 1979), documentation to support.  
 Offers considered in excess of £75,000..  
 Tel 07597815411 / liquid.metal@mail.com





# Heritage Classics

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With over 15 years experience in restoring classic and vintage cars to the very highest standards, from minor body repairs to complete body restorations, or manufacture to your design and specification.

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Email: [enquiries@heritageclassics-teesside.co.uk](mailto:enquiries@heritageclassics-teesside.co.uk) [heritageclassics@email.msn.com](mailto:heritageclassics@email.msn.com)





# JCT 600



Winner of the Jack C Tordoff Trophy at the  
North of England Rally at Harewood 2008  
For the Best 2-door Car in Show

**1957 Bentley S1 Continental H J Mulliner Coupe**  
**Owned by John and Shelley Royce, of Barnsley**

- In true traditional philosophy 'right first time'
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## Do not run foul of the law.



### Road Tax and MOT for Classic cars.

Classic cars older than forty years after the date of first registration, do not need a MOT, unless the car has had no “Substantial changes”, such as changing the engine, chassis, body or axle.

However the car needs to be road worthy. Failure to do this may result in a fine to up to £2500 and three plenty points on your licence, or even a driving ban. So what would class as un-road worthy? Tyre condition, windscreen, brakes, just to mention three.

#### Road Tax:

Except if your car was register before January 1st. 1980. Exceptions being: the car is not used for hire or reward, it is not used for commercial or business use.

#### Corona Virus and MOT:

If your cars MOT was due between 30th. March to 31st. July 2020 then you have been given a six calendar months extension to your MOT. For example, if your MOT was due April 10th your car has to be tested by 10th October 2020. Failure to have a current MOT could result in a £1000 fine.

### DVLA in the Corona pandemic.

If you have all the correct paperwork and you are able to tax your vehicle on line, then you will find the DVLA works perfectly. But, if things are not straight forward and you have to contact the DVLA by phone, then you will find that everything is far from normal. The first obstacle I found was the time I have to wait in the queue to speak to an operator. You will also find the “turnaround” for postal changes to documentation, may take two months or more. I recently sent my log book to the DVLA to change the colour of the car. Two weeks after sending the log book to the DVLA, I phoned the DVLA to tax the car. I was told the classification on my log book was incorrect and I could not change that over the phone. I would have to wait at least two months to get my log book back, fill a form in to change classification and then send it back to the DVLA. Once the log book was changed and returned back to me, I could then proceed to tax the car.

Putting a licence plate on retention will take two months.

If any section member has a story to tell relating to the DVLA during the pandemic, please send me the details so I can include in the next addition of the Newsletter.



# Fishburn's Upholsterers.

Most section members when they have an issue with their car upholstery pick up a copy of Yellow Pages to find an upholsterer to do the job. Not Allan Fishburn, he bought a sowing machine and taught himself how to stitch leather. Allan's task was not just do a repair to his upholstery, but to complete the monumental task of constructing and upholstering the whole interior of his WO Bentley project car.



Above: the new sewing machine Allan bought to do the job in hand. Top right one of the many hides bought to cover seats, trim and door cards. Allan practiced his sowing skills on spare pieces of leather until he felt confident to do the task.

After making the frames for the seats, Allan set about cutting out the foam for the seats, then shaping the foam to the correct profile.





A completed cushion waiting to be fitted to the front seat of the car.

May be one good side to the Corona Virus pandemic is Allan's two-year project, may be finished in one.



Fitting the leather over the seat frames and the pre-shaped foam cushions, the seats slowly took shape. Last job was to complete the door cards and various pieces of car trim.



## 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



For Sale: 1934 20/25 ( GWE51 ) 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, Tel 01642-577001 email [nickclarkrr@btopenworld.com](mailto:nickclarkrr@btopenworld.com)



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 Tel: 01642-577001 email: [nickclarkrr@btopenworld.com](mailto:nickclarkrr@btopenworld.com)

### 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.

Any RR or Bentley Bakelite electrical fittings and junction boxed. 01429 421841



## Members Other Woman



The front and side view  
of the AC Cobra



In the cockpit of the Cobra



The picture on  
the right shows  
the massive Ford  
302, V8, 5.5  
Litre engine.  
What a sound.



## The Beast: Allan Fishburn's 5.5 Litre AC Cobra 289.

### 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](mailto:petercharlton1@yahoo.com)

# The Busby Babes.



The “Busby Babes”, one of the finest collections of classic cars in the North of England. The collection is owned by Francis Dodd.

The two WO Bentleys in the pictures to the left:

1925 Bentley 3 Litre, chassis 1118, Red label, Vanden Plas by Cook. 4 seater, twin Slopper carbs.

1929 4 1/2 litre tourer, Chassis, FE 3307, body by Vanden Plas.



A fine view over the North Yorkshire fields.



Rear views of the cars, the top picture shows the three pre-war Bentleys. The left picture shows the rear of the Bentley S3 and the Bentley Continental R.



Bentley S3 Continental  
Flying Spur 1963 body by  
HJ Mulliner.



Right: the Aston Martin DB9

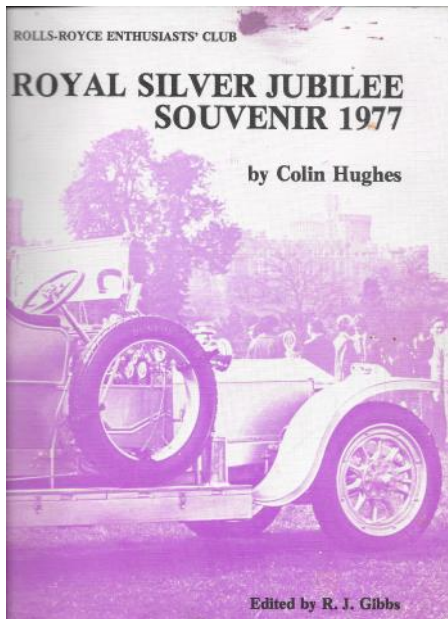


2000 Bentley Continental R  
the car was the 2nd. from last  
to be made. At the time of  
build, the car was the fastest  
and most expensive Bentley.  
Only 10K recoded miles.

AC Ace, 1955 a very rare AC  
engine (later cars had the Bris-  
tol engine), 4 speed box with  
overdrive, triple SU carbs.

Getting in the line-up, Allan  
Fishburn's 20/25.





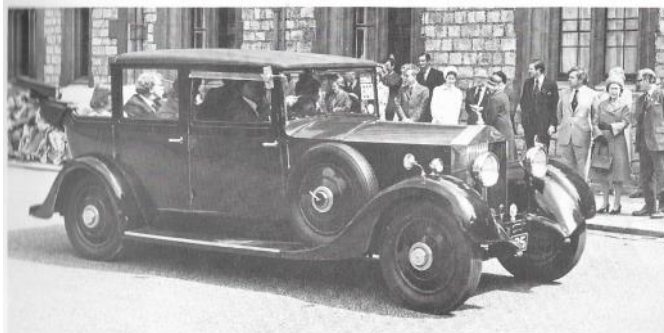
## HOW IT STARTED.

It was at the end of October 1975 that George Birrell then the RREC Chairman and John Schroder got a mysterious message from Dennis Miller-Williams. They were summoned to take luncheon with the Mayor of Windsor, C. S. Aston, a non-Executive Director of Rolls-Royce Motors, at his London office. The date was fixed for Friday in early November and they were soon put at our ease by their host, before getting down to the purpose of their visit. Kit Aston explained that one of his tasks as Mayor of Windsor was to prepare for the Queen's Silver Jubilee celebrations in 1977, one of the aims was to raise money for charity. He explained that, because of his connections with Rolls-Royce he had the idea to present a parade of Rolls-Royce cars before the Queen.

Section member Colin (In the short pants) and Walter Elstop, next to GPS9, 1931 20/25 Maythorn launderette.



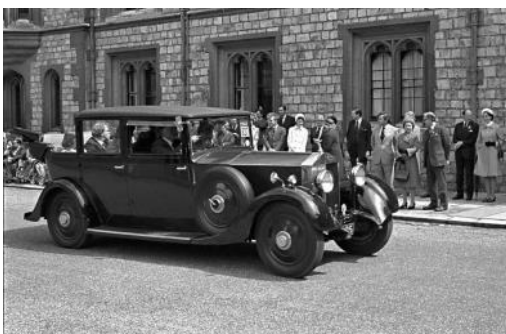
1931 20/25 GFT49 Van Den Plas (Brussels) the owned by C.J. Moring follows



Walter Elstop's 1931 20/25 GPS9 Maythorn landaulette  
1931 20/25 GOS70 Rippon saloon owned, but not driven here, by Dr Harry Watson

Left: Walter Elstop driving GPS9 in the Queens Jubilee Parade in Windsor.

Below: HM centre, Eric Barrass left, John Schroder Club chairman) right, Peter Baines centre back.



The original pictures of the car and the Queen curtesy of Colin Hughes.





► RRsl. Behind were three 10 hp, the 15hp, the Silver Ghost and two other 1907 cars: J. Smith's 'Auld Lady' and Millard Newman's. Only the 30hp was missing.

Following the presentation of Club notabilities and the organising committee, during which Grace Barrass' superb courtesy and Eric's neat 'port arms' handling of a tightly rolled St. Michael umbrella epitomised their loyalty, the passengers of the first three cars were also received by Her Majesty before engines were started for three-quarters of an hour's unending parade of RRs past the Royal position.

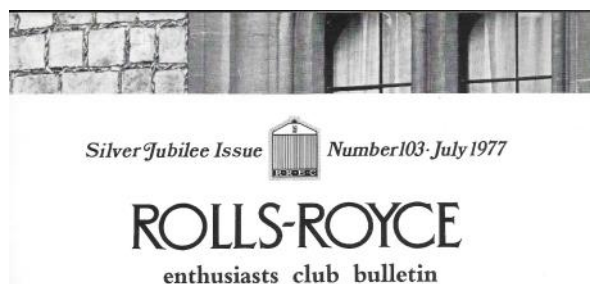
The Queen, flanked for most of the time by John Schroder and Peter Baines, was provided with interesting data on the passing cars: from Peter's rapt expression it appeared that he was even quoting chassis numbers! Eric came in to support at the later stages when TV had completed its coverage and reports that HM said to him: 'It's so interesting!' It was.

TV caught superbly the view of the Lindsay-owned Blanchi-flown Spitfire, low over the line of cars on the Long Walk. Club members developed unexpected patriotic tendencies: flags were in evidence, not only on ex-embassy cars, and were waved decorously. Some passengers were so taken with gawping at TV cameras that they were looking the wrong way at the critical moment and had to rely on the evening rerun to fill in. Police closing of the Staines road across the Long Walk was a bit slow but, thanks to whoever decided to form a double line down from the castle, the flow moving ►

## Number 103 July 1977 Rolls-Royce Enthusiasts' Club bulletin.

Walter Elstop in the Queens Jubilee parade at Windsor in GPS9.

Below: The RREC secretary Eric Barrass next to the Queen during the parade.



I found the following in the bulletin.

### North Eastern Section News:

Our 6th. Annual meeting at Wallington Hall was held last May. We welcomed Gordon Blacklock & family in their 1935 20/25, Ed Dixon & family in their 1933 PII. The Fozards in their 1932 PII, Edwin Smith in this 20HP. Ian and Carol Turner in their 1935 20/25.



GPS9 as she is today at Consett County Durham.





## **Rolls-Royce Silver Ghost v BMW V12 7 series.**

Fancy a new Rolls-Royce Silver Ghost? The 6600cc V12 twin turbo, will set you back £250 000. Apparently, Rolls-Royce motors are saying their cars are selling very well and for them, the recession is over.

If you cannot quite justify the asking price of the new Silver Ghost, you could purchase a remarkably similar BMW 7 series. The car's power pack is the same engine that is used in the Rolls-Royce, the only difference being the stroke has been reduced giving 10% less capacity. If you did decide the BMW option was the one for you, then you would be saving £100 000 on the asking price.





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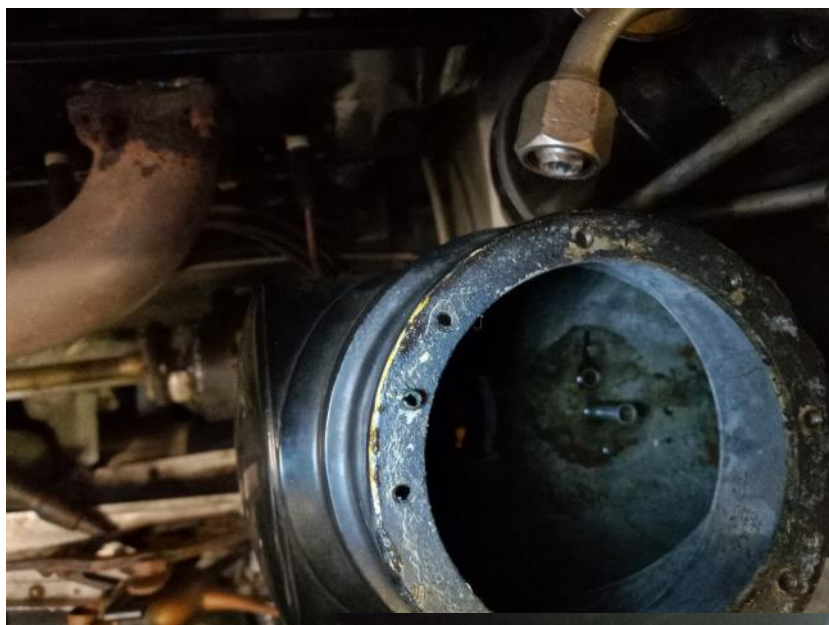
## Where has all the petrol gone?

I cannot say with any stretch of the imagination that my Phantom II is fuel efficient. On a long run, I could get about 8mpg. Round town the car's fuel consumption is horrendous. Lately, even when the car is stood in the garage it is using petrol. When I went to start the car, the AutoVac was empty. Where is all the fuel gone I thought?

I disconnected all the pipework from the AutoVac to the carb and placed a container under the open pipework and paper hand towels under the car to detect any drips. I topped the AutoVac up with fuel and left the car overnight. The next morning I discover there was no fuel in the AutoVac, my container was empty and no drips detected on the paper towels. Where is the fuel going? The AutoVac must now come off, for further investigation.

The picture on the left shown the inside of the AutoVac. The small stand pipe at the bottom of the tank is the "Main" fuel outlet. The tube on the bottom of the tank is the "AutoVac reserve". The tank was completely empty, so fuel is escaping via the "AutoVac reserve" outlet.

Fuel change over lever.



Fuel pipework in and out of the AutoVac.







Once the AutoVac was stripped down, it was obvious where all the fuel was going. There was a track in the cork fuel change over gasket between the “AutoVac reserve” hole and one of the supplies from the main fuel tank. The glue holding the cork together had degraded. I am thinking the gasket has been in place for over twenty years, so was degradation down to increased Ethanol levels in petrol, or just the petrol itself over time. A debatable question. I found a lot of small black cork particles in the bottom of the fuel filter that had to be cleaned out. I think the simple answer is: When the fuel filter service is due, replace the cork fuel changeover gasket at the same time. A simple inexpensive job that will maintain the reliability of the car. I coat my cork gaskets with grease before fitting, I never fit dry, or use sealant. If you use a sealant then the gasket will only have a one use application. On a positive side, I did not loose any petrol, it just flowed back to the fuel tank.



It can be seen in the picture the track between the hole from the AutoVac reserve to the fuel inlet from the tank. So yes. It is possible for fuel to return to the fuel tank after I had been told by several people it was impossible.

All gaskets now changed, AutoVac now cycling as it should be.

**RREC NORTH EASTERN SECTION MEMBERSHIP FORM APPLICATION FOR  
THE YEAR 1/11/20 TO 31/10/21**

Section Members present at the AGM on 14<sup>th</sup> January 2018 provided a majority vote to continue with the requirement for payment of a Section Membership Fee of £10.00 per household or £15.00 for those requiring the Newsletter to be posted to them to contribute to the additional costs of so doing.

**PLEASE NOTE** that the requirement for the payment of a Section Membership Fee is **NOT** a fund-raising exercise **The Section Membership fee of £10.00 is repaid to Section Members by way of subsidising certain selected events over the programme year. Any balance of membership fees not so paid out is paid out by a draw at the AGM.**

The Data Protection Act is being reviewed with changes expected to be introduced later this year. One of those changes is understood to be a requirement for a positive agreement from individuals to the use of their e-mail address to communicate.

**Please evidence by your signature below that you are agreeing to the use of your e-mail address for the communication of RREC and RREC NE Section issues.**

The understanding is that without your signature of agreement, the NE Section will not be able to communicate with you by e-mail when the Data Protection Act changes are implemented even if the NE Section is aware of your e-mail address.

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ADDRESS:

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SIGNATURE:

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SUBSCRIPTION – PLEASE TICK OPTION TAKEN: E-MAIL : £10.00  
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