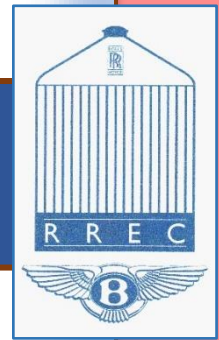
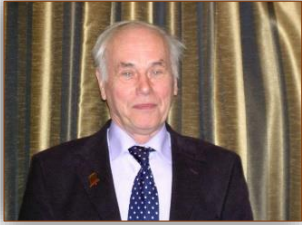


# North Eastern Section Newsletter

## July 2026



The North Eastern Section is an Affiliate of RREC Limited  
trading as the Rolls-Royce Enthusiasts' Club

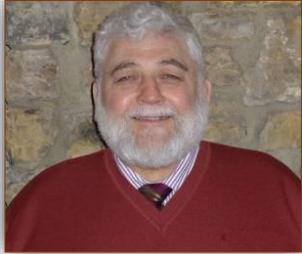


### **Rogers Ramblings**

The recent hot weather makes me reflect on long distance drives in our PII 185RY absolutely no problem with the car, only with the back seat occupants, 'are we there yet?' 'I am too hot' 'can we go faster?' Yes, if you can look out for Police cars, how motoring has changed!

Regards

Roger Hall, Chairman.



### **Contact Point Comments**

The RREC Annual Rally took place at Kelmarsh Hall, Northamptonshire over the last weekend in June this year. Initial indications are that the event was a success, and I anticipate a more detailed report will follow in due course.

The Northern Rally is the northern showpiece for the RREC and takes place at Harewood House on Sunday 2<sup>nd</sup> August. There were just 9 RREC Members from this Section in attendance last year and it would be great to see attendance this year into double figures.

An entry form for the rally was included in the last Section Newsletter and the details of entries received by Mike Blunsom by 17th July will be included in the souvenir programme.

The cost of organising this rally has increased significantly over the last three years, with a small loss two years ago shared between the four organising Sections – East Midlands, Northern, Northeastern and Yorkshire – and support from a RREC grant last year balancing the books with a balance carried forward to support this year.

This reality has meant that there has been no distribution of a rally surplus to participating Sections so reducing Section income streams. This Section has also lost Newsletter advertising income over recent years due to the economic times.

The financial position for this Section forecast for this year is a loss which means that the Section will not be able to subsidize events for the foreseeable future. Your Committee are aware of this forecast outturn and options for remedial action have to be developed and recommendations agreed by Members at the next AGM before implementation.

*Rod MacLeod*

*Secretary June 2026*

## **North of England Rally at Harewood House 1<sup>st</sup> – 2<sup>nd</sup> August 2026**

[Booking details on page 35](#)

### **Welcome to new section members**

[Mr Timothy Collard-Gentle from Stockton-on-Tees](#)

[Mr John Steele from Ripon in North Yorkshire](#)

[Praveen Kalia from Castle Eden Co Durham](#)

You will be made most welcome at our local gatherings whether it be a social evening or a North Eastern Section car rally event. We are a friendly group of people so please make yourself known to us to be assured a warm welcome.

### **Front Cover**

**Top left:** Members enjoying the hospitality at Duncombe Park in Helmsley North Yorkshire.

**Bottom Right:** Members cars on display at Kiplin Hall near Scorton, Richmond in North Yorkshire.

## **DATES FOR YOUR DIARY**

Our noggin and natter evenings take place on the third Wednesday of the month from 6.30pm at The Old Mill, Metal Bridge, Coxhoe, Co. Durham, DH6 5NX. The venue provides an excellent food and drinks menu and there is lively banter taking place throughout the evening. The conversation is definitely not just about cars, all sorts of subjects come up for discussion like the governments 'Green Agenda' to the fitting of most efficient log burning stoves for your home, the subjects are endless. We have a hardcore of attendees but new members will always be made most welcome, so come along and join us for an evening of controversial conversation, or just good crack. You're heard the saying "the more the merrier". As the Old Mill requires numbers, Rod will send you an email on the weekend before, asking you to reply if you are attending. On arrival please order your food and drinks at the bar and ask the staff to point you in the direction of the conservatory where we are usually seated.

### **Section Events for 2026**

- Sun 12<sup>th</sup> July: Post 1960 - 2000 Classic Car gathering at Middlesbrough District Motor Club. (NC)
- Wed 15<sup>th</sup> July: Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)
- Sun 19<sup>th</sup> July: N.E.C.P.W.A. Newby Hall Classic Car Rally & Autojumble, Ripon, North Yorkshire. (NC)
- Sun 26<sup>th</sup> July: Ripon Old Cars Classic Car show at Ripon Racecourse in North Yorkshire. (NC)
- Sun 2<sup>nd</sup> Aug: North of England Rally at Harewood House near Leeds in Yorkshire. (RREC)
- Wed 19<sup>th</sup> Aug: Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)
- Sat 29<sup>th</sup> Aug: Ingleby Arncliffe Classic Car Show near Northallerton in North Yorkshire. (AF)
- Sun 30<sup>th</sup> Aug: 1900 - 2000 Classic Car gathering at Middlesbrough District Motor Club. (NC)
- Wed 16<sup>th</sup> Sep: Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)
- Sun 4<sup>th</sup> Oct: Beam in Steam at Tees Cottage Pumping Station in Darlington Co Durham. (AF)
- Wed 21<sup>st</sup> Oct: Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)
- Wed 18<sup>th</sup> Nov: Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)
- Wed 9<sup>th</sup> Dec: Section Christmas Party at The Old Mill, Metal Bridge, Coxhoe Co Durham. (RM)

### **Future Events**

#### **Post 1960 – 2000 Classic Car gathering at Middlesbrough & District Motor Club** **Sunday 12<sup>th</sup> July 2026 (NC)**

Middlesbrough & District Motor Club is based in Coulby Newham in Middlesbrough TS8 0RP, the club house being the original Coulby Manor House and gardens. The premises are open every day and provide social facilities that include lounge bar & snug, function rooms and a beautiful garden ideal for displaying all things motoring.

This event is for **Post 1960 -2000** classic cars to form a gathering of like-minded people to convene for a brew and a good old chin-wag about all things old and mechanical. On arrival there will be a complementary cup of tea/coffee for exhibitors and later in the day, BBQ food will be available at a modest fee.

[Booking details on page 30](#)

**N.E.C.P.W.A. Newby Hall Classic Car Rally & Autojumble, Ripon, North Yorkshire.**

**Sunday 19<sup>th</sup> July 2026 (NC)**

Newby Hall is a country house near Ripon, North Yorkshire and is a Grade 1 listed building containing a fine collection of furniture and paintings and is surrounded by beautiful gardens that are open to the public. On Sunday 19<sup>th</sup> July, Newby Hall will be the backdrop of NECPWA Vintage and Classic Motor Vehicle & Autojumble Annual Rally. This is a third-party event but The Rolls-Royce Enthusiasts' Club NE section will have a club stand. If you would like to attend, please follow the instructions below where individuals can add the name of the 'club' manually to their entrance pass.

[Booking details on page 31](#)

**Ripon Old Cars Classic Car show at Ripon Racecourse in North Yorkshire.**

**Sunday 26<sup>th</sup> July 2026. (NC)**

Organised by Ripon Old Cars, in late July they bring you a classic car gathering at Ripon Racecourse that features classic and vintage motorcycles, tractors, car clubs and specialist car stands as well as many trade stalls. The event is a not-for-profit with all monies raised going to charities nominated each year by Ripon Old Cars committee. There will be a plethora of other attractions and activities taking place on the day such as children's entertainment, live music, stalls and trade stands of all descriptions, an auto jumble and as usual a spread of delicious freshly-prepared homemade food and refreshments will be available throughout the day. The event and the entertainment start at approximately 10:15am but gates open from 9:00am. The show will end at 5:00pm.

[Booking details on page 32](#)

**North of England Rally at Harewood House near Leeds in Yorkshire. (RREC)**

**Sunday 2<sup>nd</sup> August 2026**

The East Midlands, North Eastern, and Yorkshire Sections once again combine to organise this annual event in the grounds of Harewood House (Post Code for your Sat Nav LS17 9LQ), the home of Lord Harewood. We are privileged to be able to display our cars on the North Front Lawn and, as usual, there will be a parade of selected cars with a commentary describing them. Cars will be parked in various rows and the following trophies awarded.

[Booking details on page 35](#)

**Ingleby Arncliffe Classic Car Show near Northallerton in North Yorkshire**

**29<sup>th</sup> August 2026 (AF)**

Ingleby Arncliffe is a small village near Northallerton in North Yorkshire. Ingleby Village Classic Car Show is held on the cricket ground adjacent to the village pub The Blue Bell Inn (DL6 3NF). This Classic Car and Motorbike Show is organised in conjunction with Teesside Yesteryear Motor Club and all the gate receipts are donated to various local charities. Ours cars being parked around the edge of the showground on a slight incline providing excellent display of the marque for the public to view. The day will be spent socialising and chatting to like-minded people who enjoy talking about their classic vehicles. For those wishing to dine out on the day, The Blue Bell Inn is situated adjacent to the showground and provides an excellent pub grub menu that will titillate all foody connoisseurs.

Entry to this event is free for exhibitors so why not come along and enjoy the day.

## Past Events

### Yorkshire Charity Clay Days at Duncombe Park in Helmsley North Yorkshire

Sunday 10th May 2026



Members enjoying the hospitality at Duncombe Park

Members of the Rolls-Royce Enthusiasts' Club North Eastern and Yorkshire Sections enjoyed a prestigious day out on Sunday 10<sup>th</sup> May 2026, visiting the Yorkshire Charity Clay Days at the historic Duncombe Park Estate in Helmsley, home to Jake Duncombe and his family. The Yorkshire Charity Clay Days is a cornerstone of the regional social and philanthropic calendar, raising hundreds of thousands of pounds annually for local charities. For 2026, the event continued its tradition of supporting vital local organizations including: The Yorkshire Air Ambulance, Martin House Children's Hospice, Leeds Children's Charity at Lineham Farm and Yorkshire Cancer Research.

By participating, the RREC contributed to an atmosphere of community and shared purpose that has seen the event raise record-breaking totals surpassing £575,000 in previous years.

The visit saw a magnificent fleet of Rolls-Royce and Bentley motor cars gathered on the lawns of the Duncombe Park estate. Arranged prominently in front of the main event marquee, the club's display provided a striking visual centrepiece for visitors attending the charity shoot. The bright, sunny afternoon offered the perfect conditions for club members from both sections to showcase their vehicles while enjoying the picturesque North Yorkshire countryside. Members cars on display were John Potters, 1931 Rolls-Royce 20/25 Sports Saloon by H J Mulliner, Nick & Anita Clarks 1929 Rolls-Royce 20hp Sportsman Coupe by Freestone & Webb,



Anita & Nick Clark, Dave & Elizabeth Younger



Dave Younger & Allan Fishburn chin wagging

Alan Fishburns 1934 Rolls-Royce 20/25 Coupe' by Hooper, Paul & Sophie Tunnicliffes 1994 Rolls-Royce Silver Spirit III, David and Elizabeths Youngers 1963 Rolls-Royce Silver Cloud III and John Harrison's 1965 Rolls-Royce Silver Cloud III with many more examples from the Yorkshire section.



Paul Tunnicliffes 1994 Silver Spirit III

This event underscored the North Eastern and Yorkshire Sections commitment to blending a passion for classic motoring with meaningful charitable support. Thanks go to Allan Fishburn for organising this event and we look for to supporting next year's Yorkshire Charity Clay Days.



Dave Youngers 1962 Silver Cloud III



Cars on display with John Potters 1931 20/25 Ch No: GTR 23 by HJ Mulliner first in line

## Thornton le Dale Classic Car Show in North Yorkshire

Sunday 27<sup>th</sup> May 2026

By Paul Tunnicliffe



I'd been looking forward to this show ever since attending last year with my daughter. Last year, I'd only just got the Rolls-Royce Silver Spirit III back on the road and was still shaking the car down after its recommissioning. This year didn't disappoint, the weather gods were looking down and gave us a lovely warm and sunny day, just about perfect, the day before the May bank holiday record temperatures. It was definitely shorts and t-shirt weather, along with factor 50 on standby. After turning up early and getting the RREC flag up, the showfield soon started to fill up. Rob and Alice Ward arrived in their 1998 Bentley Turbo RT LWB followed by Keith and Jane West in their lovely 1976 MPW Corniche.



A short while later, we were joined by a couple in their 1980 Gold Silver Shadow II.



This was an unusual car, having been specified from new with green velour interior, rather than the usual leather. The owners spent a while chatting with us and are now thinking of joining the club, after enjoying the friendly car natter. After refreshments, it was time to have a look around the display. One of the reasons I enjoy this show, is the range of classic cars are very diverse, and alongside horse, pony and dog displays there is always plenty to look at during the day.



One of my favourite cars was this lovely Rover 12 P2 Tourer number 109 of 200 built by APA of Coventry between the years 1947 and 1948.



After picnic, ice cream and great conversations with friends, it was time to head home.

It was such a lovely afternoon, so I decided to take the long way home, over the North Yorkshire moors and through Grosmont. It was still blue sky and 26 degrees outside, however, inside the Silver Spirit was super chilled with the air conditioning working well, leaving me to reflect on another great car show and further adventures ahead for 2026.



Alice & Robert Ward in conversation with Keith & Jane West



RCH 54999 overlooking the North Yorkshire Moors

## Visit to Kiplin Hall near Scorton, Richmond in North Yorkshire

Sunday 7<sup>th</sup> June 2026



Our latest event was a fantastic joint venture between the North Eastern and Yorkshire sections, bringing members together for a memorable visit to historic Kiplin Hall. Located just two miles from Scorton, North Yorkshire, this unique Jacobean house was built in the early 1620s as a hunting lodge for George Calvert—Secretary of State to James I and the founder of Maryland, USA. Over the past 400 years, the hall has evolved through four different families,

leaving behind a rich history with a distinctly international flavour, fully furnished with original portraits, paintings, and deeply personal belongings.

The turnout was spectacular, with 24 club cars transporting around 70 lively members ready for a day of catch-ups, laughter and banter. Our vehicles parked in a pristine line on the grassed area right at the entrance. The stunning display became an unexpected star attraction, drawing plenty of admiration from other visitors to Kiplin Hall.

Among the cars in the line-up were:

- (1): John Harrison's 1934 Rolls-Royce 20/25 Sports Saloon (GNC 7) by Hooper.
- (2): Peter Ostle's 2015 Bentley Continental GTC (FC050405).
- (3): John & Andrea Potter's 1931 20/25 Sports Saloon (GTR 23) by H J Mulliner.
- (4): Nick & Anita Clark's 1929 20hp Sportsman Coupé (GEN 75) by Freestone & Webb.
- (5): David & Elizabeth Younger's 1963 Silver Cloud III Saloon (SCX 743) by Rolls-Royce.



Nick & Anita Clark, Dave & Elizabeth Younger  
chatting Tony Brown

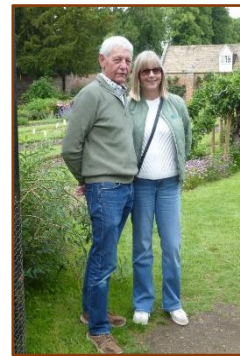
Following a delightful picnic lunch, members split up to explore the estate at their own pace. Some opted for an informative guided tour or wandered freely through the treasure-filled rooms. Others stepped outside to savour the scents of the formal gardens or enjoy a lakeside stroll to the folly. For those looking for a more relaxing afternoon, soaking up the panoramic views of the lawns and lake from the front of the hall was the perfect option—topped off with delicious cream teas outside in the sunshine at the newly opened café. It was a thoroughly wonderful day enjoyed by all.



Kiplin Hall and gardens



Members enjoying their picnic



John & Andera Potter



Duncan & Viv Feetham  
talking to Richard Clegg

## Stokesley Classic Car Show in North Yorkshire

Saturday 20<sup>th</sup> June 2026



Now in its 15th year, Classics on Show once again transformed Stokesley into a celebration of motoring heritage. Hosted by the Stokesley Rotary Club and Middlesbrough Erimus Rotary Club galvanising even more energy and community spirit. The event fills the town's historic showground the home to the Stokesley Agricultural Show for more than 130 years. There were over 600 classic cars, trucks and agricultural vehicles on display and with so

many vintage machines in one place it is truly a remarkable sight, a display that instantly transports you back to the golden age of motoring.

Our club display was an exceptional collection of motor cars by members of the North Eastern Section of the Rolls Royce Enthusiasts' Club. The line up offered visitors a rare opportunity to admire some of the region's finest examples of Rolls-Royce and Bentley craftsmanship. Featured vehicles included: Nick Clark's elegant 1926 20hp Saloon by Park Ward (GUK 18), John Harrison's 1934 20/25 Hooper Sports Saloon (GNC 7) alongside Allan Fishburns 1934 20/25 Coupe' (GMD 41) also by Hooper and Peter Kitchings 1936 25/30 Limousine (GRM 23) by Park Ward. Also on display were David and Elizabeth Younger's immaculate 1963 Silver Cloud III, Chris Durhams 1988 Bentley Eight, Paul Tunnicliffes 1994 Silver Spirit III, Robert Wards 1998 Bentley Turbo RT LWB, Graham Armstrongs 2002 Bentley Arnage R and finally Frances Dodds 1914 Silver Ghost open drive Limousine (2BD) by H A Hanshaw Ltd.



Chris Durhams 1988 Bentley Eight



Robert Wards 1998 Bentley Turbo RT



True to Rotary Club tradition, Classics on Show is more than a celebration of engineering excellence, it is a major fundraiser for local charities. Proceeds from this event are being shared among several organisations. Some being, The Headlight Project who offer support to families bereaved by suicide across the Tees Valley, The National Association of Blood Bikes whose volunteer riders provide an essential lifesaving service to the NHS and Childline, who support children and young people nationwide.

Today, our section celebrated two very special birthdays. Nick Clark's 1926 20hp by Park Ward turns 100 this year, an extraordinary achievement for a truly iconic vehicle. We also celebrated Mr Howard Armstrong, father of section member Graham Armstrong who has also reached this wonderful milestone, congratulations Howard.



Howard Armstrong 100 years old this year

Stokesley Classic Car Show has firmly established itself as a highlight of the region's summer calendar in combining community spirit with a passion for motoring history. Members of the North Eastern Section thoroughly enjoyed their visit and extend warm thanks to the organisers for another superbly run event. We are already looking forward to next year's Classics on Show.

# Depot Sheets at Rolls-Royce: A Critical Tool for Maintenance and Logistics

By Roger Hall

Rolls-Royce depot sheets are historical technical documents used primarily during the 1920s and 1930s to record vehicle service history, identify technical faults, and provide official solutions for specific chassis. These sheets were typically issued from the main Rolls-Royce works (such as Derby) to their various service depots around the world. For collectors and restorers today, these sheets are invaluable because they provide a "paper trail" for a specific car, documenting:

- **Technical Issues:** Detailed descriptions of mechanical problems encountered by a vehicle, such as starter motor drive failures.
- **Official Resolutions:** Instructions on how the factory recommended fixing those specific issues.
- **Personnel Verification:** They often feature the signatures or initials of key Rolls-Royce engineers and executives.
- **Original Specifications:** While build sheets (or "chassis cards") record how a car was built, depot sheets record what happened to it once it was in service.

## Depot Sheets

Rolls Royce used a communication system of depot sheets, established in 1908, the last copy I have is dated Sept 1939. The authors named as 'origin of information' span the whole history of Rolls Royce.

The information flow between research dept, service dept and customers was formally established within 'Depot Sheets' this is illustrated by the tale of:

### LEADED FUEL - Depot Sheet - Hd 213 June 1931 - Will it damage your engine? NO

Hm. - Paris. *Ct*  
Bombay.  
Pt. - Australia.  
Mr. Ellis " "  
Mr. Ford " "  
Messrs. Dalgety.  
rv. - Madrid.  
H. - Sales.  
C.  
Cx.  
Sg.  
Wtr.  
Br. - N.  
PN.

Mr. Evans - Lillie Hall.  
Mr. Reid - Glasgow.  
Instruction School.  
D.O. - Mr. Walker.  
Hs.  
Mr. Hancock.  
D/BP.  
EWT.  
Mx.  
By.  
EP.  
Mr. Avis - Argentine Motor Co.  
Mr. Robinson - Germany.  
Barlow Mews.  
Repair Dept.

Origin of information:  
Hs/im3/kt22.6.31.

DEPOT SHEET No. Hd.213. 29th June, 1931.

ETHYL PETROL - ALL TYPE CHASSIS.

At the present time Ethyl Petrol is widely distributed throughout the country. It is possible that Rolls-Royce owners will want to know if this fuel is likely to have any harmful effects on their engines if they use it. We consider that it is quite safe to use Ethyl Petrol in R.R. Cars.

As we have previously pointed out, we do not expect much gain by the use of this fuel, because R.R. engines are designed to run satisfactorily on any No. 1 Petrol.

Hd.

Depot Sheet - Hs 306 July 1936 - No harmful effects, extended decarbonisation period

SE.		Hs.	
C.		Mr. Hancock.	
Fr.	- FBA. Ltd.	H/EP.	
M.N.	- Bombay.	HVT.	
Rv.	- Madrid.	Mk.	
Mr. de Boeck.	- Nice.	HV.	
H.		H.	
Tr.		EP.	
Ck.		Stt.	
Mr. Evans.	- Lillie Hall.	Mr. Robinson.	- Holland,
Mr. Crawford.	- Lillie Hall.	Repair Department.	
Br.	- N.	Kallow Falkiner Pty. Ltd.	
PH.	C/o Clyde Auto. Co. Ltd.	Balgety & Co.	
Bentley Repair Depot.	London.	Perrot Duval & Cie, Geneva.	
Mr. Reid.	Glasgow.	Hamberger & Forster, Zurich.	
Instruction School.		H. P. Collyer, Ltd., Canada.	
D.O.	- Mr. Walker.		

10th July 1936.

DEPOT SHEET NO. Hd.306.

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USE OF ETHYL PETROL.

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Origin of information:-  
Hs/Rm1.5/KW.3.7.36.

Since its inception the Bentley has been designed to run on Ethyl petrol. This year the other Rolls-Royce models have been brought into line with the Bentley, and now the 25/30 HP. and the Phantom III can be run on leaded fuels without harmful effects to the engine.

The compression ratio of the Phantom III and the 25/30 HP. is such that they will give satisfactory results on almost any touring car spirit available. The main advantage to be gained from the use of Ethyl in these cars, therefore, is a prolongation of the period required between one decarbonisation and another. In every case where an Owner complains of pinking he can be recommended to run on Ethyl.

-continued-

Hd. 306

- 2 -

Depot Sheet No. Hd.306.

Continued:-

As we have already pointed out in Depot Sheet No. Hd.294, the Bentley - being a high performance chassis - is essentially designed to run on the best anti-knock fuel widely distributed, and this is Ethyl petrol.

Hd.

Depot Sheet - Hd 319 December 1936 - Customers advised to drive

St.		Mr. Reid.	- Glasgow.
C.		Instruction School.	
Fr.	- FBA. Ltd.	Hs.	
M.N.	- Bombay.	BT.	
Rv.	- Madrid.	E.	
Mr. de Boeck.	- Nice.	RD.	
H.		HHC.	
Tr.		EP.	
Ck.		Mk.	
Mr. Evans.	- Lillie Hall.	Mr. Hancock.	
Mr. Crawford.	- Lillie Hall.	EP/NV.	
Br.	- N.	D/BP.	
PH.	C/o Clyde Auto. Co. Ltd.	Mr. Robinson - Holland.	
Bentley Repair Depot.	London.	Repair Department.	

11th December 1936.

DEPOT SHEET NO. Hd.319.

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SPARKING PLUGS AND ETHYL FUEL.  
Bentley and Rolls-Royce Chassis.

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Origin of information:-  
Rm2/R.27.11.36.

With the introduction of Ethyl fuel a certain amount of sparking plug trouble has been experienced. Generally speaking, this trouble has been observed in two distinct varieties:-

1. A low speed trouble which causes missing on the pick-up.

In almost every case we have come across this has been due to the Owner driving for long periods at low speeds under traffic conditions.

If the car is taken out and driven hard for a few miles, the sparking plugs usually rectify themselves; alternatively, it is generally found that if they are cleaned no further mis-firing takes place.

2. Loss of power at higher speeds and inability to exceed 3,000 r.p.m.

-continued-

The language used in depot sheets Hd 319, I find absolutely masterful. To advise Rolls Royce owners to go out and thrash their cars to make them run properly, now that's confidence.

My car was road tested in 1934, by the Autocar at 99.2 mph, where is the nearest Auto - Bahn.

Roger

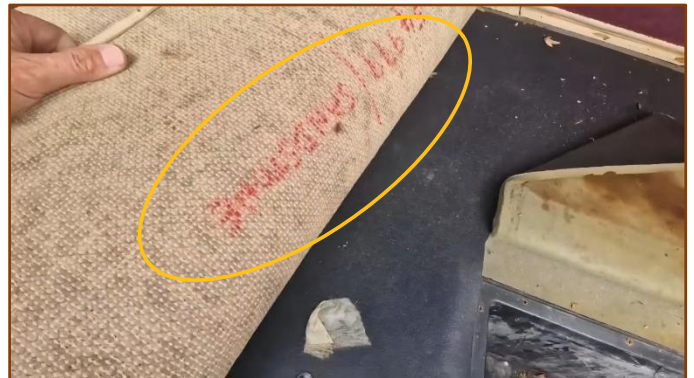
## Messages from Crewe

By Paul Tunnicliffe



I'm sure most of you are aware I've been recommissioning my lovely Rolls-Royce Silver Spirit III, after that I found abandoned in a hotel car park in Nottingham. One of the most fascinating aspects of the recommissioning works is unexpected handwritten messages from the car assembly staff at Crewe. The first time I came across something written from Crewe, was on the back of the boot carpet. At the time, I didn't realise immediately that 54999 was referring to the chassis number of my car, however I soon discovered that Rolls-Royce write the last few digits of the chassis number onto the back of all trim related pieces, carpet, leather and sometimes on mechanical pieces, in order to make sure they get fitted to the correct vehicle.

You can see here it says "Sandstone 54999" referring to the sandstone piping along the edge of the carpet. I found this fascinating, as during my career as a vehicle technician, I'd never seen anything handwritten on a car before, most likely due to the cars I'd worked on were all mass produced and not "coach built".

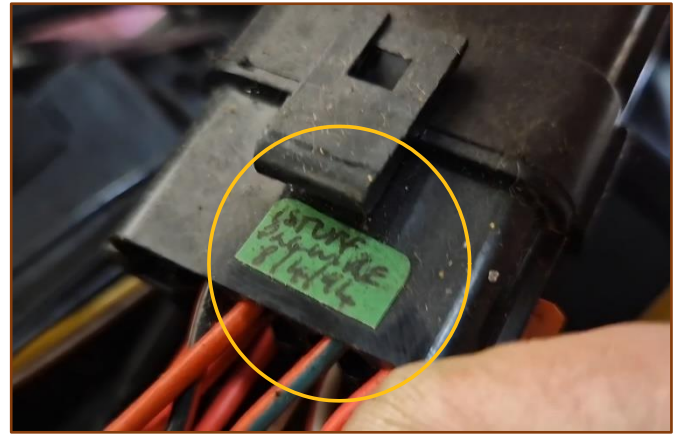


Here is another example written on the back of a door card trim: 999 is the last 3 digits of my car's chassis number.

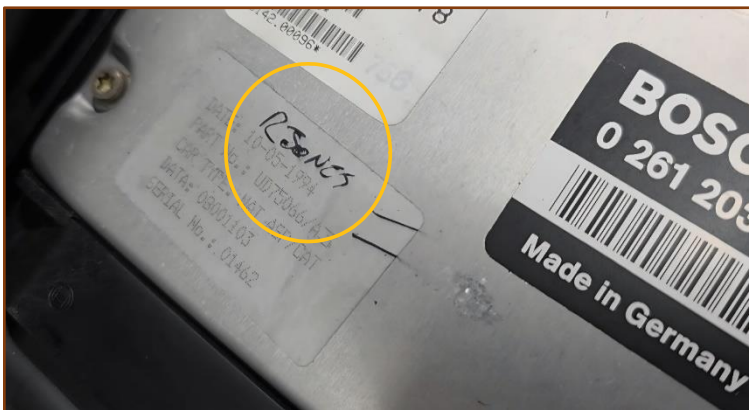
The next time I found something interesting was during the repair of the "Pantheon Grill". My Spirit of Ecstasy had survived an attempted theft whilst in the car park, however she lay broken in the retracted position, stuck inside the grill. So off with the grill and I discovered the makers mark "DD" stamped on the reverse. With a bit of research I found out this was the mark used by Dennis Jones, one of only a handful of craftsmen who build the iconic radiator grills.



The discoveries continue, during the seat electrical repairs, I came across not only words, but dates, which were interesting to align with the build records I'd received from the Hunt House archives. I started to check initials, dates and names with the build records and of course they aligned. Fascinating stuff?



Next up was removal of the fine crafted veneers, in order to gain access behind the dashboard (with my car being a later Spirit, many electronic components are hidden behind the dash and needed maintenance) and sure enough, more messages. Does this say JOHN?



Just recently, I was taking a look at the engine management ECU, just to identify the type of fuel injection system fitted to my car (which turned out to be Bosch Motronic) and sure enough, another name appeared (R Jones) once again matching the construction and build records.

Finally, after being in almost every nook and cranny on my Silver Spirit, it was time to lift the rear seats for a look underneath and a clean out. Unfortunately, there were no gold coins or lost diamond rings, just a 2p piece. However, the biggest surprise this time was a message from Crewe, from a factory worker called "Paul" It's almost as if this car was meant for me.



By Paul Tunncliffe  
Rolls-Royce Silver Spirit III  
Chassis RCH54999

# History of the Rolls-Royce Phantom 1925 - 1939

**The Rolls-Royce Phantom I**, originally known as the "New Phantom," was introduced in 1925 as the successor to the long-running Silver Ghost. It was renowned for its engineering excellence, quiet power, and bespoke luxury, continuing production until 1931.

## Development and Production:

The Phantom I was developed to modernise the Rolls-Royce lineup, which was facing increased competition. While the chassis design remained similar to the later, four-wheel-braked Silver Ghost, the car featured an entirely new engine that was a significant improvement over its predecessor. The vehicle was produced in two factories: Derby, England (2,269 units) and Springfield, Massachusetts, USA (1,243 units), with production ending in 1929 in the UK and continuing until 1931 in the US.



1927 New Phantom Sedan de Ville Chassis No: 16LF  
by Thrupp & Maberly

## Key Features and Specifications:

The main innovation in the Phantom I was its engine, but there were other notable features as well:

- **Engine:** A new 7.7-liter (7,668 cc) inline-six engine with pushrod-operated overhead valves (OHV) and a detachable cylinder head. This provided considerably more power and smoothness than the Silver Ghost's side-valve unit. The factory famously described its power output as "sufficient".
- **Chassis and Coachwork:** Rolls-Royce only manufactured the chassis and mechanical parts. The bodywork was then custom-built by independent coachbuilders chosen by the owner, such as Barker, Hooper, Park Ward, and Mulliner in the UK, and Brewster & Co. in the US. This allowed for unique and highly personalized vehicles for wealthy clients.
- **Transmission and Brakes:** British models were generally equipped with a four-speed manual transmission, while American versions had a three-speed manual. It featured servo-assisted four-wheel drum brakes, a modern advancement for the era, though some early US models reportedly lacked front brakes.
- **Notable Owners:** The first Phantom I was delivered to American aviation pioneer Howard Hughes. The cars were a symbol of status, favoured by royalty, movie stars, and industrial titans.

The Phantom I was eventually replaced by the Phantom II, which featured a completely new chassis and a more integrated engine and gearbox design.



1929 New Phantom 2-Seater Tourer  
Chassis No: 62WR by H J Mulliner



1928 New Phantom Saloon  
Chassis No: 92UF by James Young



North Eastern Section Chairman, Roger Halls 1934 Phantom II  
4 Door Saloon- Chassis No: 185RY by Freestone & Webb

**The Rolls-Royce Phantom II**, was a luxury car produced from 1929 to 1935 (chassis production ran until 1936), notable for its all-new chassis and improved engine, and was the last car designed under the supervision of Sir Henry Royce.

**Development and Production:**

The Phantom II was introduced in September 1929 at the London Motor Show as the successor to the Phantom I, in response to competition from rivals like Lanchester and Daimler. The most significant engineering change was an entirely new, lower chassis design with semi-elliptical leaf springs on both front and rear axles, which improved handling and allowed for more modern and lower coachwork.

**Total Units Produced:** A total of 1,681 Phantom II chassis were produced, all at the Rolls-Royce factory in Derby, England. It was the final car designed by company co-founder Sir Henry Royce. The Phantom II maintained Rolls-Royce's reputation for excellence catering to an elite clientele during the global financial depression caused by the Wall Street Crash of October 1929 was primarily caused by an unsustainable economic bubble fuelled by rampant speculation, heavy use of debt, and underlying structural weaknesses in the US economy.

**Key Features and Specifications:**

- **Engine:** It featured a refined version of the Phantom I's 7.7-liter (7,668 cc) pushrod-OHV straight-6 engine with a new crossflow cylinder head, producing approximately 120 bhp.
- **Drivetrain:** The engine was bolted directly to the 4-speed manual transmission, a change from the separate gearbox on the Phantom I. Synchromesh was added to third and fourth gears in 1932, and to second gear in 1935.
- **Chassis:** The all-new chassis was available in two wheelbase lengths: standard at 150 inches and a shorter 144 inches.
- **Centralised Lubrication:** It incorporated a Bijur centralized single-shot lubrication system, simplifying maintenance for the owner's chauffeur.

**The "Continental" Model:**

A highly coveted "Continental" version was developed after a one-off short-wheelbase prototype (26EX) won the Grand Prix d'Honneur at the 1930 Biarritz Grand Concours d'Elegance.

- **Specifications:** Continental models typically featured the shorter wheelbase, stiffer springs, an improved compression ratio engine, and better carburation for enhanced performance and high-speed touring.
- **Bodywork:** These models often had more aerodynamic and lightweight body styles from various coachbuilders, such as Barker, Hooper, and H.J. Mulliner.
- **Production:** 281 of the total Phantom II production were Continental models.



1933 Phantom II Continental- Sedanca-de-Ville  
Chassis No: 90MY by Barker

The main differences between the standard and Continental Phantom II models besides wheelbase and suspension were the shorter wheelbase and stiffer suspension.

The Rolls-Royce Phantom II Continental model featured several mechanical and design differences for enhanced performance and give the driver a sportier feel to the car.

## Key Features and Specifications:

- **Higher Final Drive Ratio:** The Continental had a different final drive ratio (a 12/41 axle, or 3.416:1, compared to the standard 11/41 unit) to allow for higher cruising speeds and brisker acceleration.
- **Engine Tuning:** The engine on the Continental benefited from a higher compression ratio and improved carburetion, resulting in a slightly higher power output.
- **Lowered Steering Column:** The steering column was mounted at a lower angle to provide a more sporting driving position for the owner-driver, a key distinction from the standard chauffeur-driven model.
- **Aesthetic and Bodywork:** Continentals were typically fitted with lighter, more aerodynamic, and stylish coachwork often by coachbuilders like Gurney Nutting or H.J. Mulliner compared to the more formal and heavier bodies of the standard model.
- **Additional Features:** Some sources mention an exhaust cut-out switch on the driver-side floorboard on certain Continental models.
- **Bespoke Coachbuilding:** Like its predecessors, The Rolls-Royce Phantom II chassis was highly favoured by numerous coachbuilders, both in the UK and internationally, who created bespoke bodywork for individual customers.

**Coachbuilders:** Created a diverse array of body styles for the Rolls-Royce Phantom II chassis, ranging from formal limousines to sporty open tourers. The car's low-slung chassis, a new feature for the model, allowed for sleeker, more modern designs compared to its predecessor.

Some distinctive body styles include:

- **Sedan de Ville:** Primarily a formal, chauffeur-driven style, this design featured an open or exposed front compartment for the chauffeur and a luxuriously enclosed rear cabin for passengers.
- **Sports Coupé/Saloon:** Coachbuilders like H.J. Mulliner and Park Ward created sporty, low-roof designs intended for the owner-driver. These often had a raked windscreen, a long bonnet line, and sometimes incorporated step plates instead of full running boards to enhance the athletic stance.
- **All-Weather Drophead Coupé:** This convertible style offered versatility, with a top that could be configured in multiple positions designs by Gurney Nutting and others often featured sweeping lines and, in some cases, a tapered, nautical-inspired "boat tail" rear deck.
- **Open Tourer/Phaeton:** Built for high-speed, long-distance touring, these bodies were lightweight and aerodynamic. Barker & Co. created particularly dramatic examples, including a two-passenger "Torpedo Sports" phaeton with advanced styling that looked ten years ahead of its time.
- **Shooting Brake:** A highly functional, estate-car style, these featured extensive wood panelling and were used for practical purposes such as transporting hunting parties and luggage.
- **Boat Tail Tourer:** A striking, high-performance body style that featured a rear deck with a distinct tapering shape, similar to the stern of a speedboat. This aerodynamic design was built for speed and visual drama, often on the Continental chassis.



**1933 Phantom II Tourer**  
**Chassis No: 144MY by Thrupp & Maberly**



**1934 Phantom II Drop Head Coupe'**  
**Chassis No: 156SK by Penny**

These custom bodies, crafted by renowned firms such as Barker, Hooper, H.J. Mulliner, Park Ward, and Gurney Nutting, ensure that nearly every Phantom II is a unique work of art, tailored to the specific desires and lifestyles of its wealthy owners. The legacy of the Rolls-Royce Phantom II is one of advanced engineering and timeless design, widely considered one of the finest pre-war Rolls-Royces ever built.



**1936 Phantom III Sedan de Ville**  
**Chassis No: 3AX59 by Freestone & Webb**

### **The Rolls-Royce Phantom III:**

Introduced in 1936, was the company's final flagship luxury car produced before World War II. It holds a unique place in history as the last model designed under the personal supervision of co-founder Sir Henry Royce, who died in 1933 during its early development. It was the first Rolls-Royce to be powered by a V12 engine, a configuration the brand would not return to for a production car until the 1998 Silver Seraph.

### **Key Historical Milestones:**

- **Launch (1935–1936):** Unveiled at the 1935 Olympia Motor Show in London, the first production chassis was delivered in August 1936.
- **Production Era (1936–1939):** During its four-year run, only 727 chassis were built. Production was halted by the outbreak of World War II, as Rolls-Royce pivoted to manufacturing aircraft engines like the Merlin.
- **The Last Deliveries (1940–1947):** Although chassis production ended in 1939, some remained at coachbuilders. The very last Phantom III was not delivered with its custom body until 1947.

### **Engineering & Performance:**

The Phantom III was designed to be the "Best Car in the World," meant to compete with high-powered multi-cylinder luxury rivals from the US and Europe.

- **V12 Power:** Its 7.3-litre aluminium-alloy V12 engine produced between 165 and 180 horsepower, providing a top speed of approximately 90 mph.
- **Innovations:** It was the first Rolls-Royce to feature independent front suspension, which significantly improved ride quality. Other advanced features included onboard hydraulic jacking and a "one-shot" chassis lubrication system.
- **Complexity:** The engine was incredibly sophisticated, featuring twin ignition systems with 2 distributors and 24 spark plugs.



**A Phantom III engine**

### **Bespoke Coachbuilding:**

Like its predecessors, the Phantom III was sold as a rolling chassis. Buyers would commission specialized coachbuilders to create custom bodies.

- **Famous Builders:** Notable firms included H.J. Mulliner, Park Ward, Hooper, and Gurney Nutting and Freestone & Webb, with notable examples listed below:
- **The "Butler" Phantom:** Used by Field Marshal Montgomery during WWII to transport leaders like Winston Churchill and King George VI.
- **"Gaul's Copper Kettle":** A one-off 1937 model rebodied in 1946 with extravagant copper-clad fenders.
- **The Goldfinger Rolls-Royce:** A 1937 Sedan de Ville by Barker famously featured in the 1964 James Bond film Goldfinger.

## Legacy:

Today, the Phantom III is a highly prized collector's item, with a survival rate of approximately 90%. Its development code name, **Spectre**, was recently revived by Rolls-Royce for its first all-electric motor car as a tribute to its innovative heritage.

## A Century of Luxury: The Phantom Legacy:

From its 1920s origins to its status as a global icon, the Rolls-Royce Phantom represents the absolute pinnacle of luxury transportation. What began as a bold step forward from the original Silver Ghost quickly evolved into an engineering marvel that set world standards.

- **The New Phantom: (1925–1931):** Introduced a larger engine and advanced overhead valves to replace the aging Silver Ghost.
- **Phantom II: (1929–1936):** Debuted an all-new chassis and offered a performance-oriented "Continental" version.
- **Phantom III: (1936–1939):** Standout pre-war model featuring a rare V12 engine configuration that would not be seen again until 1998.

## In Conclusion:

The early pre-war generations of the Rolls-Royce Phantom, spanning from 1925 to 1940 that revolutionised automotive luxury through continuous engine and chassis innovations, culminating in the historic V12-powered Phantom III as the final masterpiece of co-founder of the company Sir Henry Royce.



1934 Phantom II Continental Sports Saloon  
Chassis No: 68SK by Kellner



1934 Phantom II Continental 4 Door Saloon  
Chassis No: 85RY by James Young



A Phantom III Chassis



1937 Phantom III Airline Saloon with division  
Chassis No: 3AX79 by H J Mulliner



1934 Phantom II Boat Tail Tourer  
Chassis No: 125RY by Gurney Nutting



1934 Phantom II Boat Tail Tourer  
Chassis No: 125RY by Gurney Nutting



1932 Phantom II Continental Sports Saloon  
Chassis No: 60MS by Hooper



1933 Phantom II Sedan Coupe'  
Chassis No: 132PY by Kellner



1933 Phantom II Continental Touring Saloon  
Chassis No: 130MY by James Young



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## **From Showfield to Security Checks:**

### **How Martyn's Law will reshape the future of classic car events**

Martyn's Law, formally the Terrorism (Protection of Premises) Act 2025 is the UK's new anti-terrorism legislation. It aims to make public venues safer by requiring organisers to plan and prepare for potential attacks. It is named after Martyn Hett, one of the 22 victims of the 2017 Manchester Arena bombing.

#### **Consequences of Martyn's Law for Classic Car Shows:**

Martyn's Law will make UK car shows more tightly regulated, with mandatory security planning, staff training, and crowd-protection measures becoming legal requirements once the law comes into force. These changes aim to improve public safety but will increase operational costs and planning obligations for organisers. Below is a clear breakdown of what this means specifically for public events and in particular classic car shows.

#### **How Martyn's Law will affect car shows:**

Classic car shows fall under "public events" where large numbers of people gather, so they are directly in scope of the Terrorism (Protection of Premises) Act 2025 (Martyn's Law) of which these regulations are mandatory.

#### **Mandatory security risk assessments:**

Organisers must:

- Identify potential threats (vehicle-borne attacks, crowded-space vulnerabilities).
- Document how risks will be mitigated.
- Keep assessments updated for each event.

#### **Staff training requirements:**

Even small car shows will need staff trained in:

- Identifying suspicious behaviour
- Evacuation procedures
- Emergency communication

#### **Physical security measures:**

Depending on event size, organisers may need to introduce:

- Controlled entry points
- Bag checks
- Vehicle barriers to prevent hostile vehicle attacks
- Improved CCTV or monitoring

#### **Duty to prepare (for smaller events):**

Smaller car shows (under 800 capacity) must still:

- Have a basic security plan
- Ensure staff know what to do in an emergency

#### **Duty to protect (for larger events):**

Larger car shows (800+ attendees) face stricter obligations:

- More robust security infrastructure
- Formal incident response plans
- Regular testing of procedures

#### **Increased costs & administrative burden:**

Car show organisers should expect:

- Higher insurance premiums
- Additional staffing costs
- Investment in barriers, training, and security systems

### **Implementation Timeline:**

The government has set at least a 24-month implementation period from April 2025, giving organisers time to adapt before enforcement begins.

### **What this means for car show organisers:**

Expect car shows to feel more like controlled events, with clearer entry points, visible security, and trained staff. While this adds complexity and cost, it also strengthens public safety and reduces liability for organisers.

### **Who Is Responsible?**

The person responsible for implementing Martyn’s Law at a classic car show is the *event organiser* — the individual or organisation that has control over the event and its public activities. This duty applies regardless of whether the event is run by a club, a private company, or a local council.

### **Practical Impact on Typical Classic Car Shows:**

Classic-car shows—often held on open land, showgrounds, parks, or town centres—**can fall within scope** depending on attendance and how the event is organised.

### **Does a Classic Car Show Count as a “Qualifying Event”?**

A classic-car show is likely to be considered a **public event** under the Act if:

- It is open to the public (free or ticketed)
- It takes place on land or in buildings accessible to the public
- The organiser controls the site during the event (e.g., a club, council, or events company).

### **Capacity Thresholds - The Key Factor - Martyn’s Law has two tiers:**

<b><u>Expected Attendance</u></b>	<b><u>Tier</u></b>	<b><u>What it means</u></b>
200–799 people	Standard Tier	Basic, low-cost safety procedures required
800+ people	Enhanced Tier	More formal security measures required

Most small club meets or informal gatherings **do not reach 200 attendees**, so they are **not in scope**.

### **What Classic Car Show Organisers Must Do:**

#### **If the show is Standard Tier (200–799 people)**

Requirements are intentionally simple and low-cost:

- Register the event with the **Security Industry Authority (SIA)**
- Have basic response plans for:
  - **Evacuation**
  - **Invacuation**
  - **Lockdown**
  - **Communication** (how staff/volunteers alert visitors)

No major physical security upgrades are required.

#### **If the show is Enhanced Tier (800+ people):**

Larger classic-car shows—often held at race circuits, showgrounds, or large parks—must also:

- Assess vulnerabilities (e.g., crowd movement, vehicle access points)
- Consider measures such as:
  - Controlled entry (bag checks, ticket checks)
  - Barriers or traffic-flow management
  - CCTV or monitoring
- Document security plans and provide them to the Security Industry Authority (SIA)
- Appoint a named responsible person

### **Special Considerations for Classic Car Events:**

Classic-car shows have unique features that intersect with Martyn's Law:

#### **Vehicle Movement Risks:**

Cars entering/exiting create potential vulnerabilities. Enhanced Tier events may need:

- Marshalled entry lanes
- Barriers separating pedestrians from moving vehicles

#### **Open-Field Layouts:**

Many shows take place on open land. The Act **does apply** to land without buildings if the event meets the criteria.

#### **Multiple Access Points:**

Classic-car shows often have several entrances for exhibitors and the public. Organisers may need to:

- Define controlled access points
- Monitor or restrict vehicle gates

#### **Volunteer-Run Events:**

Many shows are run by clubs or charities. Martyn's Law emphasises **simple, practical compliance**, and the government states organisers **do not need consultants** to meet requirements.

#### **Who Is Responsible?:**

Responsibility lies with **whoever controls the site during the event:**

- If a car club hires a park → the club is responsible
- If a venue hosts and manages the show → the venue is responsible
- Contractors (security, ticketing) do *not* take on legal responsibility

#### **Practical Impact on Typical Classic Car Shows:**

##### **Small local shows (under 200 people)**

- **Not in scope**
- No legal duties

##### **Medium shows (200–799 people)**

- Must register
- Need basic emergency plans
- Minimal cost and admin

##### **Large shows (800+ people)**

- Must implement structured security measures
- Likely to need controlled entry and documented plans
- More admin but manageable with planning

### **Final Assessment**

For most classic-car shows, Martyn's Law introduces light-touch planning, not heavy security. Only the largest events will face enhanced duties. The law aims to improve preparedness without burdening community events.

The Federation of British Historic Vehicle Clubs (FBHVC) is now examining a large sheaf of newly-published documents, in preparation for its formal response to a consultation about the implementation of 'Martyn's Law'.

Published on 15 April, in total the six documents comprise of 263 pages with 83090 words.

For further information see <https://www.fbhvc.co.uk/martyns-law>

# Flying Spares

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Paul Tunnicliffe discovered a 1994 Rolls-Royce Silver Spirit III that had been abandoned in a car park. With great trepidation he made the decision to buy the car with the aim to recommission it back to its former glory. This acquisition prompted Paul to join the Rolls-Royce Enthusiasts' Club and share his incredible journey on his YouTube Channel 'Life on Cars' as he recommissioned his



Silver Spirit III. Paul's channel documents performing tasks on not only his Rolls-Royce, but on a variety of other projects. This includes a 2006 Jaguar XK (X150) V8 4.2, a 1990 Toyota MR2 barn find and a rare Mk1 Mazda MX5 California Limited Edition, plus other interesting videos. With the help from other NE section



members, Paul has produced videos about pre-war cars that include the removal of wheels on a vintage Rolls-Royce with special nut tool and exploring the features of a 1939 Derby Bentley Mark V he came across at his first Rolls-Royce Enthusiasts' Club event. To access Paul's videos click here, [Life on Cars - YouTube](#)

## Newsletter articles from bygone years

### Visit to Harperley Prisoner of War Camp near Crook in Co Durham

Sunday 19<sup>th</sup> June 2005



Members cars parked at Harperley Prisoner of War Camp

Harperley POW Camp 93 is a surviving purpose-built World War II Prisoner of War (PoW) camp built to accommodate up to 1,400 inmates at Fir Tree near Crook, County Durham. A work camp for low-risk PoWs, it was built on a hillside overlooking Weardale and across the valley from Hamsterley Forest. It was built, initially, in 1943 by Italian PoWs to similar plans of other existing Ministry of War Standard Camps of World War II in Britain and was typical of many military installations around the country. It is the main camp for a number of satellite camps situated close to Bishop

Auckland in County Durham.



1929 Rolls-Royce 20HP Landauette  
by Lawton - Chassis No: GEN 54

We could not have wished for a better summer's day for our visit. The sun shone and those sheepskin rugs from the cars were just great for sunbathing on. The tour around the P.O.W. huts was very interesting. It was amazing to hear how ingenious the prisoners had been, particularly when making the place feel like home. The curtains painted on wood, and the pictures of animals and scenery to remind the men of home have amazingly survived more than sixty years later. In the theatre they 'relocated' various materials to make scenery, panelling and even wigs, (which were frequently made from old sacks) for the actors who were playing women's parts. It was lovely to catch

up with friends and meet new members. If you were not able to join us on the day, make a point of going to see the camp while it is still in its original state, not forgetting to sample a good meal or a drink and traditional cake in the restaurant. Watch out for the chickens and rooster though. I could swear I saw one of them doing the 'goose-step' in the picnic area!



John Harrison's 1965 Rolls-Royce Silver Cloud III  
Chassis No: SJR 219



Nick Clarks 1928 Rolls-Royce 20/25 Limousine by Hooper  
Chassis No: GLR 82X

# MG Owners Club Classic Car Show at Dilston Castle near Corbridge

Sunday 3<sup>rd</sup> July 2005



Derek Moss with his 1935 Rolls-Royce Silver Dawn  
Chassis No: SVJ 71



John Harrison's 1934 RR 20/25 by Hooper - (GNC 7)  
Nick Clarks 1933 RR 20/25 by Thrupp & Maberly - (GEX 10)



Clifford Curley's 1935 RR 20/25 by H J Mulliner  
Chassis No: GPG 12



Model T Fords on display



1935 RR 20/25 4 Door Saloon  
by Hooper  
Chassis No: GYH 51



1939 Citroen Traction Avant  
Owned by the late Ray Andrews

It is, I believe, well known that a high proportion of all Rolls-Royce motor cars ever built, are still on the road. I do not know how the percentage compares with the number of MGs built and, on the road, but there are still a great many of them around and a considerable number were at Dilston Castle on Sunday 3<sup>rd</sup> July. The MG Owners Club sub divides into regions in the same way that the RREC does into Sections and on that day the Northumbria Region organised a 'Classic Vehicle Show' at Dilston Castle. The weather was kind and our cars were allotted a space within the walled garden out of the breeze next to the TVR club. In contrast to the throaty V8s there were fourteen section members cars present, twelve being of the Marque together with Ray Andrews' 1955 Citroen 15/6H and a Daimler Majestic Major belonging to Barry Pickering and driven by Susan Tong. If there had been a prize for the longest distance travelled, then my friend Mike Allen would have been in the running as he had driven up from Ashford in Kent for the event. And talking of prizes, the cars were judged in age groups and John Harrison won the best car in the 1920's/30's age with his beautiful 20/25 Hooper Sports Saloon and Derek Moss the 40's/50's with his stunning Silver Dawn. Our two dogs attracted a great deal more attention than the car! Apart from the Section cars there were some interesting models and Marques including an Austin A30 Pick-up, a 1927 Morris Oxford and a couple of Model T Fords. Of course I have already mentioned the Riley with the unorthodox mascot. The whole show was in aid of Mencap and it appears that there was tremendous local interest. Although the gates did not officially open to the public until 11.00am people were trying to get in from about 9.00am onwards. In all it turned out to be a most enjoyable day, well worth the 170-mile round trip and no thunder and lightning at the end.

## Members Cars for Sale

### 1928 Rolls-Royce 20/25 Experimental Car No 14-G-1V

**A chance to own a unique Rolls-Royce with a great history and provenance which I believe holds a very significant place in history of Rolls-Royce Motors.**

The Goshawk 20 H.P. first appeared in 1922 four years after the Great War and staying in production until 1929. During the latter part of this period the company realised that the power of the 20 should be increased due to the larger and heavier bodies being fitted by coachbuilders. Using the original 20 engine and modifying it to take larger pistons of 3.25" instead of 3.0" (the standard bore for the 20) more power could be established.

In July 1928 the first experimental 20/25 was manufactured. Chassis Number 12-G-1V had a longer wheelbase of 132" compared with

129" of the 20, also low rake steering, reduced frame height and 19" wheels. After many tests 12-G-1V was made redundant, it was still around in 1936 but has not been heard of since.

Since the number 13 was not used in any series the next chassis was 14-G-IV and was built with longer wheelbase, cast dash and revised engine. It was fitted with a Hooper Sedanca De Ville body and carried registration CH7991. During the two years of testing with the Rolls being driven by Henry Royce himself (he drove all experimental cars) the following features were fitted to 14-G-IV and still remain on the car today: 'D' type steering with special controls, high compression engine, 9x41 rear axle ratio, special fan belt adjuster, special damping device to servo, chrome radiator, special radiator cap and filler and 5.25 compression to the cylinder head.

After two years of testing in France and in Derby 14-G-IV was sent to the repair department in 1930 and brought up to date as an 'R' Series 20/25, given a new chassis number GLR82X and prepared for sale. It was sold to E. Vincent Harris of London and then Mrs C.E. Maule of Haslemere, Surrey in February 1936.

During the Second World War there was a great demand for hearses, and the car was purchased in 1941 by Bonhams & Sons,

funeral directors in Northampton where the original body was removed and a hearse body fitted. In 1966 the hearse was made redundant and was purchased by Arnold Lewis, an RREC member from Swansea who apparently towed the Rolls from Northampton to Swansea using an Armstrong Siddeley - you could do that sort of thing in those days! Arnold removed the hearse body and replaced it with a 20/25 Hooper Limousine body ex GOS26 and given the registration GK 4389 which it still carries today.





This very important Rolls-Royce is mentioned in many books including: 'Rolls-Royce and Bentley Experimental Cars' by Ian Rimmer, 'Twenty-to-Wraith' by Alec Harvey-Bailey, 'The Rolls-Royce 20/25' by Tom Clarke, Series 1, 2 and 3 and the RREC bulletin 137 March/April 1983 p33.

I purchased 14-G-IV in 2006 after finding the car for sale in Glasgow as the owner was reducing his collection. In 2008 I fully restored the engine after main bearing failure. After owning this special car for 20 years it is now time to reduce my own collection and make the car for sale. It comes with a mountain of paperwork from Rolls-Royce as one would expect and a copy of the original logbook signed by the secretary at that time for Rolls-Royce 'John Delooze'.



As this Rolls-Royce is such an important piece of history by Rolls-Royce standards I am offering it to local members first before I advertise it nationally. I am open to sensible offers from any enthusiast who appreciates its importance, being the oldest 20/25 in existence!

If you would like to view the Rolls or require any further information, please don't hesitate to contact me.

Contact Nick Clark Tel: 07766 958801

or email [nickclarkrr@outlook.com](mailto:nickclarkrr@outlook.com)

## **For Sale: 1934 Rolls-Royce 20/25 two door 'Coupe' by Hooper**

A one-off designed car, with overdrive, for further details contact,

Contact Allan Fishburn Tel: 01642 551835 or email: [allanfishburn@hotmail.co.uk](mailto:allanfishburn@hotmail.co.uk)



## Members Spares for Sale

Klaxon Horn suitable for Pre-war Roll-Royce - fully restored £395.00

Pre-war Rolls bakelite mushroom type HT coil, fully rewound £525.00

Derby Bentley 3½ litre dynamo, fully reconditioned £695.00

Large collection of pre-war Rolls-Royce tools and spares including oil guns, inspection lamps, oil cans, bulb holders etc. Please contact me with your requirements.

Contact Nick Clark Tel: 07766 958801 or email: [nickclarkrr@outlook.com](mailto:nickclarkrr@outlook.com)

Auto-Vac gaskets. Pair of top gaskets £9.99, fuel switch gasket £7.99 - p&p £2.00

20HP, 20/25 and Phantom engine linkages. Offers.

20/25 Starting motor. Overhauled running well. £350

20/25 Ace Wheel discs for sale. £30.00

Silver Shadow tool box, £150.00

Pre-war Rolls-Royce ammeter gauge. £275.00

Contact Peter Charlton Tel: 07906 163427 or email: [petercharlton1@yahoo.com](mailto:petercharlton1@yahoo.com)

## Members Spares Wanted

**Wanted:** A good 20/25 Cylinder Head and Block. Tel: 07906 163427

The two Silver Cloud combination spanners.

20HP Radiator, must be in good condition.

Any Rolls-Royce or Bentley Bakelite electrical fittings and junction boxes.

20/25 Temperature gauge complete with bulb.

20HP Starter solenoid.

Bakelite mushroom coil and ballast resistor holder.

Contact Peter Charlton Tel: 07906 163427 or email: [petercharlton1@yahoo.com](mailto:petercharlton1@yahoo.com)

**Wanted:** Any Rolls-Royce or Bentley project car needing recommissioning up to and including SZ models Turbo R, Brooklands, Spirit etc anything considered.

Contact Paul Tunncliffe Tel: 07939 285264 or email: [tunncliffepaul71@gmail.com](mailto:tunncliffepaul71@gmail.com)

## Advertising in the Newsletter

Any members wishing to advertise on the sale or wanted page, please contact the Newsletter editor.

## MEMBERS WELFARE

Members are asked to let the Chairman or Secretary know if they are aware of any members of the Section who are unwell or in hospital.

## For the benefit of new section members here is a brief history of the North Eastern Section affiliated to the RREC

The North Eastern Section of the Rolls-Royce Enthusiasts' Club (RREC) was established in 1969. It now operates as an affiliate of the RREC, which caters to owners and enthusiasts of Rolls-Royce and Bentley motor cars.

**Historical Milestones:** In 1969 the section was formed, becoming one of the early regional groups of the main club that was founded in 1957.

**1978 Reorganization:** In September 1978, the section established a new meeting venue at Hardwick Hall in Sedgfield, with Gordon Blacklock appointed as Section Secretary and Wilf Davis as Chairman.

**1979 National Recognition:** The section was awarded "The Section Trophy" (Club Enthusiasts' Trophy) for making the most progress in the previous year.

**1980 Expansion:** The North Eastern Section collaborated with the Northern, East Midlands, and Yorkshire sections to launch the North of England Rally at Harewood House, which remains a staple club event today.

**The McGarr Trophy:** Following their 1979 success, the section established its own annual trophy to recognize the "effort and enthusiasm" of ordinary members.

**Ongoing Activities:** The section hosts monthly noggin and natters, attend classic car rallies, visits to local attractions picnic events and annual dinners such as Christmas Party and AGM.

**The full history of the North Eastern Section** written by founder member the late Gordon Blacklock can be found on the section website. Follow this link - [gordon's history](#) to read Gordon story.

To view all upcoming events for 2026, visit the North Eastern Sections Website.

[rrec-northeast.org.uk/events](http://rrec-northeast.org.uk/events)

### **DISCLAIMER**

The Section Newsletter is published in January, March, May, July, September and November. Copy deadline for each Newsletter is 15th of the month preceding publication. The Editor reserves the right to edit any copy submitted. Please note that the opinions expressed and advice offered in this Newsletter do not necessarily reflect the opinions of the Committee or Editor. The North Eastern Section is affiliated to RREC Limited trading as The Rolls-Royce Enthusiasts' Club accepts no responsibility for the results of adopting any advice contained in this Newsletter. When possible, a short report is submitted to The Spirit & Speed for the Section News pages. The deadline for submission of these reports can be found on contacts page of Spirit and Speed and if you have any items for inclusion in this report, please submit them to John Harrison, as above, and in good time. The trademarks ROLLS-ROYCE and the ROLLS-ROYCE badge device are the trademarks of Rolls-Royce PLC. Members are reminded that they should at all times use their best endeavours to preserve the value and validity of the brand names and trademarks of both Rolls-Royce PLC and of the club.