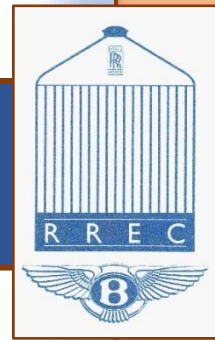
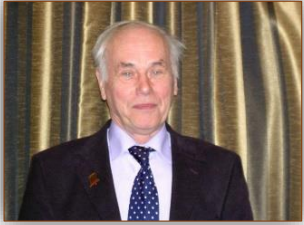


# North Eastern Section Newsletter

## May 2026

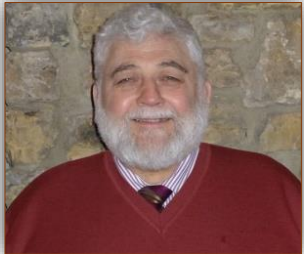


The North Eastern Section is an Affiliate of RREC Limited  
trading as the Rolls-Royce Enthusiasts' Club



### **Rogers Ramblings**

It was a great meet up with members at our recent events, geographically we are widespread, world events and government legislation are making the use of older cars that we enjoy more difficult, making personal contact more important than ever.  
Roger Hall, Chairman.



### **Contact Point Comments**

The Section Events programme has kicked off with the Blacksmiths Arms event and barbeque this weekend both a success and reported elsewhere in this Newsletter. The RREC has not held a conference for some years but hosted one at the British Motor Museum at Gaydon over the last weekend in March. Previous conferences were little more than talking shops where issues raised of concern by attendees did not appear to have much impact on the RREC Board.

The pre-event hype suggested that this event would be different with input sought from attendees that would inform and influence the direction of travel of the Club in the forthcoming few years. Two representatives from this Section attended – Paul Tunnicliffe and me. Attendees were provided with a full and frank disclosure of the issues facing the RREC which could be summed up as “the financials are not sustainable”. Membership numbers at March 2026 were 5600 and losses of around £370K have been incurred over the last three years funded from reserves. Staff reductions have been made, and it is clear that operating costs will reduce when the break clause of the Hunt House lease takes effect in June 2027. There were four “break out” sessions where attendees were grouped and opinions sought with the stated intent of feedback being provided there and then. Feedback is still awaited but it may well be that outcomes require consideration by the Board before release. An update would be welcomed with a former Chairman making the point that delivery was the key to progress. My take on the present position is that 2026 is likely to another difficult year in financial terms with the prospects thereafter being onward and upward and there was definitely an air of positivity at the close of the conference.  
Rod MacLeod, Secretary.

### **Book now to attend the Annual Rally at Kelmarshall Hall in 2026**

The RREC's flagship event, the Annual Rally & Concours d'Elegance will be held at Kelmarsh Hall, from 26<sup>th</sup>-28<sup>th</sup> June. Book now via the Club website <https://app.sheepcrm.com/rrec/events/rrec-booking-697278914f0b4efeea7bb555/> TICKETS CAN BE PURCHASED ON THE GATE OVER THE RALLY WEEKEND but at a premium to the pre-booked rate.

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

[Booking details on page 36](#)

### **Welcome to new section member**

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.

[Mr Paul Shone from Wigton Cumberland](#)

### **Front Cover**

**Top left:** Members meeting up for lunch at The Blacksmiths Arms in Swainby North Yorkshire.

**Bottom Right:** Members cars on display at R S Hall Engineering headquarters in Thirsk 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 10<sup>th</sup> May: Yorkshire Charity Clay Day at Duncombe Park, Helmsley in North Yorks. (AF)
- Wed 20<sup>th</sup> May: Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)
- Sun 24<sup>th</sup> May: Thornton-le-Dale Sports Association Classic Car Show North Yorkshire. (PT)
- Sun 7<sup>th</sup> June: Visit to Kiplin Hall and Gardens in Scorton with the Yorkshire Section. (JH)
- Wed 17<sup>th</sup> June: Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)
- Sat 20<sup>th</sup> June: Stokesley 'Classics on Show' on the Showground in North Yorkshire. (AF)
- 26<sup>th</sup>-28<sup>th</sup> June: Annual Rally & Concours d'Elegance at Kelmarsh Hall in Northamptonshire. (RREC)
- 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**

### **The Yorkshire Charity Clay Day at Duncombe Park near Helmsley in North Yorkshire**

**Sunday 10<sup>th</sup> May 2026 (AF)**

The Yorkshire Charity Clay Days Preview is on Sunday 10<sup>th</sup> May 2026. This event is held in the beautiful grounds of Duncombe Park in Helmsley North Yorkshire YO62 5EB. We have been invited along with the Yorkshire section to form a display of Bentley and Rolls-Royce motor cars in front of the main marquee for the delight of the charity event participants. There will be a variety of exhibitors as well as a bar, canapes, ice cream vendor and coffee barista, which you are most welcome to enjoy. This is a picnic event with free entry to the venue, so why not come along and enjoy the day.

[Booking details on page 26.](#)

### **Thornton-le-Dale Sports Association Classic Car Show in North Yorkshire**

**Sunday 24<sup>th</sup> May 2026 (PT)**

The TDSA Classic Car Rally is the perfect place to see some of the most beautiful classic cars and is also a great opportunity to meet other enthusiasts and learn more about these amazing vehicles. Last year's event had over 400 cars in attendance from across the country covering countless years of manufacture, make, model, and mileage! The show is held on the Showfield in Thornton-le-Dale (YO18 7SE) a small village in the North Yorkshire Moors National Park. If you are thinking about attending the show on Sunday 24<sup>th</sup> of May 2026, be sure to mark it on your calendar as it will be an event you won't want to miss!

[Booking details on page 27.](#)

### **Picnic at Kiplin Hall and Gardens in Scorton, North Yorkshire, with the Yorkshire Section**

**Sunday 7<sup>th</sup> June 2026 (JH)**

Picnic at Kiplin Hall, situated near Scorton Richmond North Yorkshire DL10 6AT. The hall is a unique Jacobean house filled with furniture, portraits, paintings, and the personal belongings of the four families who have owned the Hall over the past 400 years. Wander from room to room, and enjoy the treasures on display.

Take in the far-reaching views across the lake to the folly; savour the sights in the formal gardens, or feast in the atmospheric Tea Room using the quaint mismatched china that was so adored by Bridget Talbot, Kiplins last family owner. The cost is £9.00 per person which includes admission to Kiplin Hall, the gardens and lakeside walk. We have designated parking in front of the hall where you can set up your picnic table and enjoy the delights of the surrounding gardens.

[Booking details on page 28.](#)

### **Stokesley 'Classics on Show' in North Yorkshire**

**Saturday 20<sup>th</sup> June 2026 (AF)**

Stokesley Rotary Club hosts 'Classics on Show', a classic car, truck and agricultural vehicle show in Stokesley North Yorkshire. The show is held on a large open display area in the town that has been the home of Stokesley's Agricultural Show (TS9 5JL) for the last 130 years. In previous years exhibitors' entry to this event was free and you could just turn up on the day. But in 2026 there is now a £5.00 entry fee that entitles the owner to bring a classic vehicle on to the field together with two people. As with other organisations you must register your vehicle and pay on-line. Although payment can be made by cheque, you must first register on-line via the Rotary Club website.

[Booking details on page 29.](#)

**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 31.](#)

**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 32.](#)

**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 33.](#)

**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 36.](#)

**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

### Lunch at the Blacksmiths Arms in Swainby North Yorkshire

Saturday 21<sup>st</sup> March 2026



Twenty section members enjoyed a delightful afternoon at The Blacksmiths Arms in Swainby, North Yorkshire where great food, good company, and the cosy charm of a classic village pub were the order of the day. From the moment everyone arrived and after a team photo, the atmosphere was relaxed and welcoming. The staff at the pub had prepared a lovely space for us and their friendly service set the tone for the afternoon. Conversations flowed as people settled in, catching up with familiar faces.

Cars of the marque in attendance were a 1929 Bentley Chassis No: FB3307, coachbuilder Freestone & Webb owned by Frances Dodd, Nick and Anita Clarks 1929 Rolls-Royce 20hp, Chassis No: GEN 75 fabric bodied Sportsman's Coupe' also by Freestone & Webb and Paul and Sophies 1994 Rolls-Royce Silver Spirit III.

The meal itself was the highlight of the afternoon. Plates arrived generously filled and beautifully presented with roast beef Yorkshire pudding and veg, chicken breast in a creamy sauce all finished off with either sticky toffee pudding or apple and raspberry crumble with lashings of custard that showcases the pub's reputation for hearty, well-crafted dishes. Whether it was a traditional favourite or something a little different, there was plenty of praise around the table with more than a few people commenting that it was one of the best meals they'd had in a while.

As the afternoon progressed, the room filled with laughter, stories being told that makes gatherings like this so special. It was the kind of day that reminds us why shared meals are such a simple way to bring the members together. A big thank you go to the staff of The Blacksmiths Arms for looking after everyone so well, and to all who came along and helped to make the afternoon such a success. Here's to many more enjoyable outings in the months ahead.



Peter and Gill taking five



Margaret, David and Elizabeth enjoying their meal



Paul Tunnickliffes 1994 Silver Spirit III, Frances Dodd's 1929 Bentley and Nick Clarks 1929 Rolls-Royce 20 HP



Members in deep conversation

## **BBQ at R S Hall Engineering in Thirsk North Yorkshire**

**Saturday 18<sup>th</sup> April 2026**



**Members cars on display at R S Hall Engineering**

This was a first for the section, a visit to RS Hall Engineering the proprietor being Roger Hall our section Chairman. The factory is situated on Thirsk Industrial Estate in North Yorkshire and they are the UK's leading independent supplier of root crop web and web drive components. These items are used on agricultural harvesters and cleaners for root vegetables like potatoes, carrots, onions, and sugar beet during the harvesting phase. This allows soil and other debris to fall through, and they are also customizable for use on an array of harvesting machines.

On Saturday the 18th April. 22 members of the North Eastern Section gathered for their highly anticipated technical visit and BBQ. The visit provided members with a look into the operation of a company renowned for its precision manufacturing and offering us all classic North Yorkshire hospitality.

After a planned visit to Twisted Performance was unfortunately cancelled, Roger & Janice stepped up as dedicated hosts in making the BBQ into a social event. With the roller shutter door to the main workshop open, the outside BBQ omitting wisps of blue and white smoke curling around the food giving off an aroma big enough to titillate everyone's taste buds.

With tables set inside the main workshop surrounded by lathes, radial arm drill and a machine beavering away in the corner, this provided an ambience that could only be described as a hands-on introduction to industrial techniques. With plates at the ready, members headed to the BBQ to fill them with either chicken or steak served with wobbly sausages and a selection of sides salad. There's a specific kind of quiet happens at a BBQ—not the awkward kind, but the one where everyone is too busy enjoying that "golden plate" of food to do anything but nod in approval between bites. It was all rounded off with apple

tarts and carrot cupcakes decorated with a layer of icing. Someone said "We should do this more often," and everyone agreed, knowing full well that's

part of the charm is to get a BBQ wobbly sausage that makes a day to remember. Top picture: Members cars on display, John Harrison's 1965 Silver Cloud III, Paul Tunnicliffe's 1994 Silver Spirit III, John Potters 1930 25/25, Allan Fishburns 1934 20/25, Nick Clark's 1929 20HP, Frances



**Nick & Anita Clark, John Heagney, Paul & Sophie Tunnicliffe putting the world to rights**

Dodds 1929 Bentley and finally Tony Gray's 1936 Derby Bentley making a fine exhibition of both Rolls-Royce and Bentley motor cars on display in front of RS Hall Eng's facility in Thirsk North Yorkshire on a fine and bright sunny April day.

Everyone would like to thank Roger and Janice for organising and hosting the BBQ and for providing the members with 'to say at least', a unique and very interesting venue. Once again, thanks go to Roger and Janice for organising such an interesting and enjoyable event and dare I say it, we look forward to next year's BBQ.



**Allan Fishburns 1934 20/25 GMD 41  
by Hooper**



**Tony & Audrey, Rod & Dylis, Derek & Viv  
enjoying their BBQ**



**John Potters 1931 20/25 GTR 23  
by H J Mulliner**

## Spirited Spring Road Trip

by Paul Tunnicliffe



Spirit on display at Cragside in Northumberland

After a long winter of being shuffled around the garage, it was finally time for a “blow the cobwebs off” run in the Silver Spirit III.

It was 28th February when Mrs T suggested a visit to Cragside (National Trust) near Morpeth. We’d never been before, and conveniently it was near another venue she wanted to inspect for a work meeting. Two birds, one Rolls-Royce.

The weather forecast promised “mostly dry,” which in British terms translates roughly to “you might stay drier than a teabag.” Good enough, I thought. Tyre pressures first: only 3–4 psi lost over winter — practically a miracle, considering the car had been sitting longer than a daytime TV judge. Oil and Coolant – good. A bit of LHM reservoir top-up here, a fluid level warning explanation there (honestly, that level sensor is more dramatic than my oldest daughter), and we were ready. On SZ cars, the LHM Fluid level sensor gets excited if you accelerate hard, so

you do need to keep the level right at the top. I was also particularly keen to see whether the two new subframe dampers I recently fitted as part of the winter works, would make the ride feel even smoother than usual.

After putting £70 of Shell’s finest E5 in the tank — because the Spirit does like its premium refreshments — we set off for Shortflatt Tower, 61 miles away. What a joy to glide along again. I’m convinced the new subframe dampers *have* made a difference; even the tiniest bump was politely ignored by the suspension. On that note, the sophisticated suspension system — quite a complicated system using newly replaced high pressure gas filled spheres mated with springs and dampers, which constantly adjust to suspension loading and road speed, were obviously working as Rolls-Royce intended. Meanwhile the new Blaupunkt system and six fresh speakers meant we could enjoy music without any of those charming vintage crackles that sounded like the BBC Home Service circa 1953.

Shortflatt Tower was interesting, and I grabbed a few photos of the Spirit looking suitably majestic.



Paul’s Silver Spirit III in the Courtyard at Shortflatt Tower in Belsay Northumberland.



Then on to Cragside, another 20 miles. The car was clearly enjoying the run—after a winter of being nudged about the garage and turned around like a contestant on Strictly Come Denting Cars, it was good to let it stretch its legs. Spark plugs de-sooted, temperatures up, spirits high. Upon arriving, the parking attendants were so enthusiastic about the car that for a moment we thought we might get in for free. Sadly, their eagle eyes spotted the absence of a National Trust sticker, and that was £170 gone. Still, at least we now have a year’s membership, whether we intended to or not.

Cragside itself is stunning, and well worth the cost. We even discovered the “Carriage Drive,” which felt like it had been designed specifically for Rolls-Royce owners to feel smug on. More photo opportunities, of course.



Then homeward bound, 75 miles — and what could possibly go wrong? Well... rain. The windscreen wipers worked perfectly at first, then suddenly developed the work ethic of a teenager asked to tidy their room. They would function only on “intermittent,” and even then, refused to return fully to their parked position, stopping just high enough to be annoying. Mrs T looked over and said, “I bet you’re happy now — something else to fix.” She wasn’t wrong.

It appears that even windscreen wipers, on occasion, also “fail to proceed.”

Paul Tunnicliffe

Rolls-Royce Silver Spirit III - Chassis Number: CH54999

## Paul Tunncliffe takes on a new role.



Paul Tunncliffe with his 1994 Silver Spirit III

I've been offered and accepted the position as the new SZ Registrar for the club.

The Rolls-Royce SZ Register welcomes every owner or enthusiast of these special cars. Please join the register and feel free to get in touch with me. You can contact me via email: [sz@rrec.org.uk](mailto:sz@rrec.org.uk).

Since recommissioning my own SZ Silver Spirit III (RCH54999) I've found the SZ range incredibly interesting, and I've learned so much in such a short space of time. I've had a great response to my YouTube channel and have met many owners of SZ vehicles, some at RREC rallies and others through online platforms, many of which have become new friends, happy to share their knowledge and interest with me, along with their own experiences and maintenance work. These cars are some of the last Rolls-Royce and Bentley Crewe made vehicles. Any Rolls-Royce or Bentley that has a "Z" in the fourth position of the chassis number and was built between 1980 and 2003 is an eligible car.

My Uncle also worked at Rolls-Royce Crewe from 1967 to 1992 as a development test driver, so he was also part of the SZ introduction starting in 1980.

I'm excited to resurrect the SZ register and I will shortly share my plans. I'll need to learn how to use the RREC website software to update the SZ page and after that, I'll be looking at supporting SZ owners with future news, technical support and eventually SZ events.

### Below is a list of SZ Vehicles:

- All Silver Spirit and Spur models, Mulliner editions, Park Ward editions, limousines and division cars.
- Rolls-Royce Silver Dawn (1995-1998) and Flying Spur (1995).
- All Bentley Mulsanne, Mulsanne S, Eight and Brooklands cars, long wheelbase and stretched cars.
- All Bentley Turbo R and RT models and Mulliner cars.
- All Bentley Continental R, S, T and SC models, Le Mans, Mulliner, Millennium and final series cars.
- All 1995-2003 Azure models, Le Mans, Mulliner and final series cars.
- Rolls-Royce Corniche (Year 2000) and Corniche Final cars.
- Rolls-Royce Corniche convertibles from chassis number CCH05037 onwards (1982) Corniche II, III, IV and S.
- Bentley Corniche convertibles from chassis number CCH05822 onwards (1982), Continental convertible and Continental Turbo.

Interesting Fact: King Charles III owned a number of Bentley Turbo SZ cars.

If you own an iconic Rolls-Royce or Bentley SZ-series car produced during the 1980s and 1990s, the SZ Register is one of the best ways to connect with fellow enthusiasts, share knowledge, and preserve the history of these remarkable machines. Membership is free, and the community is active, welcoming, and deeply knowledgeable.

# History of the Rolls-Royce 20 H.P.

By John Harrison



1926 Rolls-Royce 20 H.P. - Chassis No: GUK 18 by Park Ward

The Rolls-Royce 20 H.P. affectionately known as the "**Twenty**," was a landmark model launched on 6 October 1922 to broaden the brand's reach in a changing post-war world.

While the legendary Silver Ghost had established Rolls-Royce as the "best car in the world," it was a massive, chauffeur-driven machine. The Twenty was designed as its smaller, more accessible companion, specifically intended for the growing market of owner-drivers. Designed by Sir Henry Royce himself, the Twenty introduced several mechanical firsts for the marque that would set the template for the next 30 years.

## Development and Rationale:

Before the First World War, Rolls-Royce followed a single-model policy of producing only the very large and expensive 40/50 H.P. Silver Ghost. In recognizing the shift of post-war economic and the social climate, Sir Henry Royce foresaw the need for a smaller, lighter, and more affordable models suitable for owners who might no longer be able to afford a chauffeur. Rolls-Royce engineers used Goshawk as the codename while designing the improved version of the 20 but this was informal, not an official Rolls-Royce naming practice although all twenty's chassis numbers were prefixed with the letter G.

The Twenty was the first Rolls-Royce expressly designed for owner-driven motoring, positioned below the 40/50 Silver Ghost in size and price, while retaining Rolls-Royce engineering standards. It was launched in October 1922 to meet this demand and to utilize an excess of capacity at the Derby factory.

## Key Features and Engineering:

Despite being smaller, the 20 maintained the marque's exacting standards of design and workmanship that was a landmark model that helped define the brand's reputation for refinement and mechanical excellence.

It is easily identified with its distinctive radiator by the means of its horizontal radiator shutters, a visual cue that distinguished the Twenty from the vertical shutters of the larger models and the later 20/25's.

## Engine:

It featured a new 3,127cc (3.1-litre) straight-six engine (bore 76 mm, stroke 114 mm) with a detachable cylinder head and overhead valves which was a departure from the Silver Ghost practice. This was a first for the company and was a design feature that influenced Rolls-Royce engines until the late 1950s.

## Ignition:

The 20 used a coil ignition system with a standby magneto, a configuration Rolls-Royce adopted from 1924 onward. With coil ignition it offered smoother running and easier starting and with magneto ignition this provided a completely independent back-up in case of battery or coil failure. This dual setup ensured the car could continue running even if one system failed making this a major selling point to customers who undertook long-distance touring in the 1920s.



Rolls-Royce Twenty engine

### **Chassis and Drive:**

The car was built around a ladder-frame chassis and initially came with a three-speed manual gearbox with a centre change. It used an open propeller shaft (Hotchkiss drive) instead of the torque tube used in the Silver Ghost. From 1925 a 4-speed gearbox with the conventional right-hand gear change was introduced.

### **Braking and Suspension:**

The Rolls-Royce 20 braking system evolved significantly during its production run from 1922 – 1929, moving from a basic rear wheel only set-up to a sophisticated, four-wheel mechanical system assisted by a gearbox-driven servo, a friction-driven device mounted on the side of the gearbox that uses the rotational energy of the moving car to provide braking assistance. Early models only had brakes on the rear wheels but in 1925 the introduction of four-wheel servo-assisted brakes and a four-speed gearbox were both major advancements for the time. The suspension was via semi-elliptic leaf springs on both front and rear axles described as a very smooth and comfortable ride 'in the day'.

### **Performance:**

The car was lighter and nimbler than the Silver Ghost and capable of exceeding 60 mph with appropriate lightweight coachwork. The Rolls-Royce Twenty wasn't a fast car by modern standards, but it delivered: smooth, quiet running, reliable touring performance, comfortable 50 mph cruising and finally excellent engineering for its era. It was designed to be *the perfect owner-driver Rolls-Royce*, not a racer, but a refined and capable touring machine. However, many customers opted for heavier, formal bodies, that compromised the cars performance.

### **Production:**

Approximately 2,940 examples were built between 1922 and 1929. As was standard practice for the era, Rolls-Royce sold the 20 as a rolling chassis, with customers commissioning bespoke bodies from independent coachbuilders like Park Ward, Barker, Mulliner and Hooper. While Royce intended for light open bodies to maximize performance, but unfortunately many customers opted for heavy formal coachwork which intern compromised the car's speed handling and performance. This led to the development of subsequent models with enlarged engines with the Twenty being succeeded by the 20/25 model in 1929.

### **Legacy:**

The 'Twenty' was a great success, with 2,940 units built by the time production ceased in 1929. Its popularity ensured the company's survival in the post-war climate and established a two-model policy for Rolls-Royce that lasted for decades. It was succeeded by the Rolls-Royce 20/25 (1929-1936), which featured an enlarged engine to counteract the trend of customer requests for larger and heavier coachwork, and later the Rolls-Royce 25/30 with the 'small horsepower' era ending with the Wraith in 1938.



**1927 ¾ Coupe' - Chassis No: GMJ 61  
by Carlton**



**1926 Four Door Saloon - Chassis No: GYK 91  
by Windovers**



**1924 Doctor's Coupe' - Chassis No: GMK 4  
by Myers & Burnell**

### Coachbuilders:

As was the practice at the time, Rolls-Royce only manufactured the chassis and mechanical components. The bodies were custom-made and fitted to the chassis by independent coachbuilders selected by the owner.

Some of the most popular and respected coachbuilders for the Rolls-Royce 20 are listed below:

**Barker & Co.:** One of the most famous and long-established coachbuilders, highly favoured by Sir Henry Royce himself for their ability to produce light, strong, and elegant bodies that suited the "Twenty's" performance capabilities. They were known for body styles ranging from formal saloons to distinctive "barrel-sided" open tourers.



**1928 Tourer - Chassis No: GLN 58  
by Barker**

**Park Ward:** This firm was a significant supplier of bodies for the 20 H.P. and later became a wholly owned subsidiary of Rolls-Royce. They produced various styles, including popular close-coupled landaulettes and elegant limousines.



**1926 Limousine - Chassis No: GLX 15  
by A Mulliner**

**A Mulliner:** Known for high-quality craftsmanship, Mulliner produced a wide range of body types for the "Twenty," from saloons to drophead coupés.

**Hooper & Co.:** One of the largest and most prominent coachbuilders, Hooper created many bespoke bodies for the model, including luxurious limousines and various formal styles.



**1926 Limousine - Chassis No: GYK 83  
by A Mulliner**

**Thrupp & Maberly:** This was another established British firm that created high-quality bodywork for the 20 H.P. chassis, including shooting brakes and other custom orders.

**Gurney Nutting:** Known for their sporting flair and high-quality designs, Gurney Nutting created some outstanding, often unique, designs for the "Twenty" and subsequent "small horsepower" models.

Other notable coachbuilders who produced bodies for the car included Charlesworth, Joseph Cockshoot, Arthur Mulliner (distinct from H.J. Mulliner), and various international firms like Brewster in the USA. The choice of coachbuilder and body style made each Rolls-Royce 20 hp a unique, bespoke vehicle tailored to the owner's specific desires.



**1926 Tourer - Chassis No: GOK 4  
by Thrupp & Maberly**



**1924 Saloon - Chassis No: GLX 39  
by Hooper**



**1927 Limousine - Chassis No: GMJ 36  
by A Mulliner**

# Masters of Elegance

## The Coachbuilders Who Shaped Rolls-Royce Motor Cars

by Nick Clark

Over the coming months I will be putting together a series of articles for the section newsletters responding to the great coachbuilders that clothed Rolls-Royce and Bentley cars from day one.

### Part One

#### Barker & Company Limited 1710 – 1938

Barker was founded in London in 1710 by one of Queen Annes's officers of the Guards, and more recently traded as Barker & Co Limited. His ability to organise and select top craftsmen, soon brought success. His premises were in Chandos Street, off London's Strand. George III gave Barkers many orders, and they built more than twenty coaches and carriages for Queen Victoria.

Barkers were associated with Rolls-Royce from the beginning of the firm's history. In 1905 C.S. Rolls & Co issued a statement that "all Rolls-Royce cars will be fitted with Barker bodies" which of course could not be sustained when higher demand for bodies in the following years meant Rolls-Royce had to look for other prominent quality coachbuilders.

In 1909 Barker moved their works and offices to larger premises in Olaf Street, Shepherds Bush, London and opened showrooms in South Audley Street, in Mayfair. The skill that had won them a reputation for producing horse-drawn vehicles of elegance was now transferred to the motor car.

In the 'Times' newspaper they described themselves as coachbuilders to H.M. The King, London Retailers and body Specialists for Rolls-Royce Cars. They advised the reader that Barker Bodies on Rolls-Royce chassis may be viewed on their own stand 146 as well as on Roll-Royce stand 72 at the 1912 Motor Show at London's Olympia.

Their bodies were often lavish, sometimes unorthodox. A state car built in 1913 for the Nizam of Hyderabad had a raised throne at the rear, with four collapsible seats in front for attendants. It was finished in a rich canary yellow with gold mountings.



1909 40/50 Silver Ghost - Chassis No: 1121 Barker Double Limousine originally owned by 'The Gjers Family' of 'Busby Hall', Carlton N Yorks.



Rolls-Royce Silver Ghost AX 201 Chassis No: 60551

Many Rolls-Royce chassis were fitted with lavish coachwork including the famous Roi-des-Belges open tourer 40/50 Silver Ghost AX 201, chassis 10LW an open drive Brougham Silver Ghost, originally owned by the first Managing Director of Rolls-Royce Ltd, Claude Johnson, and a local car in the North East, 1909 40/50 Silver Ghost chassis No: 1121 Barker Double Limousine originally owned by 'The Gjers Family' of 'Busby Hall', Carlton, near Stokesley in north Yorkshire.

Barker continued to be the leading specialists in coachwork on the Rolls-Royce chassis, at the same time experimenting and developing new means of manufacture and patenting such items as the Barker headlamp dipper and Barker wheel disc. As well as Rolls-Royce and Bentley, Barker also constructed bodywork on chassis by other manufacturers including Daimler, Napier, Packard, Cadillac, Duesenberg, and

Mercedes-Benz. Unfortunately, with the decline in demand for specialist bodies and the rise in operating costs, Barker found it increasingly difficult to carry on, and finally went into liquidation in 1938 and were taken over by 'Hooper', another coachbuilder in which I will be adding in a future newsletter.



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# Have you Inherited a Classic Car?

## Here's what you need to know before you turn the key

In 2026, inheriting a classic car in the UK involves specific rules regarding Inheritance Tax (IHT), Capital Gains Tax (CGT), and road tax (VED).

### 1: Inheritance Tax (IHT)

Classic cars are considered part of the deceased's overall estate and are subject to IHT.

- **Tax Rate:** If the total estate value exceeds the **£325,000** threshold (nil-rate band), the value of the classic car is typically taxed at **40%**.
- **Valuation:** The car must be valued at its "open market value" as of the date of death. For rare or high-value classics, HMRC often expects a professional valuation based on condition, rarity, and provenance.
- **Spousal Exemption:** There is generally no IHT to pay if the car is left to a spouse or civil partner.
- **Heritage Assets:** In rare cases, a car of national, scientific, or historic interest may qualify for a "Conditional Exemption," provided it remains in the UK and is available for public access.

### 2: Capital Gains Tax (CGT)

Most classic cars are exempt from Capital Gains Tax because they are classified as "wasting assets" (assets with a predictable life of less than 50 years).

- **Profit on Sale:** If you inherit a classic car and sell it later for more than its probate value, you generally do **not** pay CGT on the profit.
- **Exceptions:** CGT may apply if the vehicle was used for business purposes or if the owner is deemed to be "trading" (regularly buying and selling for profit).

### 3: Vehicle Excise Duty (Road Tax)

Road tax cannot be transferred; it is cancelled upon the owner's death, and the new keeper must re-tax the vehicle.

- **Historic Exemption:** As of **1<sup>st</sup> April 2026**, cars built or first registered before **1<sup>st</sup> January 1986** qualify for the "Historic Vehicle" tax class.
- **Application:** This exemption is not automatic. The new owner must apply to the DVLA to change the tax class to "Historic" using the V5C logbook. Even if the tax is £0, it must be renewed annually.

### 4: Immediate Steps for Executors

- **Notify DVLA:** Inform the DVLA of the death. If using the Tell Us Once service, this may be handled automatically.
- **Insurance:** Ensure the car remains insured during probate to protect against theft or damage, even if it is not being driven.
- **V5C Logbook:** Locate the V5C. If the car is being sold or kept, the relevant sections must be completed to transfer ownership.

To many a car enthusiast their classic car is priceless and for tax purposes there are some useful exemptions for Capital Gains Tax (CGT) purposes where the car involved is considered to be a wasting asset.

H M Revenue & Customs have confirmed that if the vehicle is one the following then it will be charged to CGT, but if it is not included within the list then it will not be:

- Taxi cabs.
- Racing cars.
- Single seat sport cars.
- Vans, lorries or other commercial vehicles.

This can make the ownership of a classic cars an attractive tax-efficient investment, however are they exempt from Inheritance Tax (IHT)?

No! All motor vehicles (including classic cars) are chargeable to IHT and are therefore chargeable just like any other asset and will be taxed accordingly.

Current IHT rates of 40% on the market value at the date of death is a large cost. Subject of course to the value of the overall estate and reliefs available.

# 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](#)

# The question of cherished registration plates

by Richard Roberts

*In this article RREC member and solicitor Richard Roberts looks at the question of cherished registration plates, and encourages anyone with concerns to get proper professional advice.*

Like many of us, I enjoy the car chatter on Twitter (I refuse to call it X) and for the most part, it is all good banter. Just occasionally it provokes a stream of mis-informed comment. Recently, they were various tweets about 'just ignoring' the value of personalised or cherished numberplates, and it being an accepted way of avoiding inheritance tax. However, a car and its number plate are separately tradeable assets, each with a value even though at times that can be difficult to assess.

Of course, we are not talking about the basic sub £1500 plates, but the increasing sums spent on plates of significance. A quick glance at any of the plate sales sites show reveals a lot of choice if you have more than £500,000 to spend and indeed this year, we saw 1F sell for £916,000 and JB1 for £608,000.

If the owner dies their executors will usually have to complete and submit Form IHT400 to HMRC, setting down all the deceased's assets as at death and where any asset is likely to be worth more than £1500 it will need it to be professionally valued and declared to HMRC.

Part of form IHT400 is the very specific Form 407 which asks for the registration plate of a vehicle where relevant. Thus, where the executors have reason to believe that the plate may be worth more than £1500 then they must have it valued and declare it.

Special rules may apply in the case of mirrored plates (say RAR100 and 100RAR) where one is registered to the deceased and the other to their spouse. HMRC may insist on valuing both as a pair and then halving the result for the deceased husband's plate. It's like trying to argue that the husband only owned 4 dining chairs out of a set of 8 - HMRC will not wear that!

IHT 400 also contains the clear warning that the executor may be liable to prosecution "if they deliberately conceal any information that affects the liability to Inheritance tax arising on the deceased 's death or deliberately include information in the account which they know to be false.

HMRC assume that a reasonable executor will make the fullest enquiries that are reasonably practicable to identify all the property forming part of the deceased's estate. You can hardly ignore a cherished plate when you look at a vehicle, or plates on easily discoverable Retention Certificates.

If the executors do not disclose the plate's value, when HMRC discover the omission, they have the option to charge penalties up to an equal amount to the amount of tax payable. So, if the plate has a value of £20,000 and the Inheritance Tax due ordinarily was £8000 then the penalty could be up to an additional £8000 – making a payment to HMRC of 80% of the value of the plate.

I know none of us like paying tax but never risk ignoring the value of a cherished plate when the owner dies – or you might pay double!



RR 1 is one of the most famous and valuable UK number plates ever issued a true collector's item with a long history and a huge price tag. It sold for £400,000 at auction on the 8<sup>th</sup> September 2018, making it one of the most expensive UK plates ever sold. It was first issued in 1925, giving it more than 100 years of history. RR 1 previously changed hands in the late 1960s for just under £5,000, which was a record at the time. Highly desirable due to its short dateless format and strong association with Rolls-Royce although it can be used on any vehicle.

## Newsletter articles from bygone years

Northumberland Tour 25<sup>th</sup> April 2004



Blagdon Cheese Factory in Northumberland

Forty-one people in sixteen cars met for the first event of the season at the Northumberland Cheese Farm at Blagdon a little way north of Newcastle on a bright sunny morning on 25 April. Originally a granary we were given a short history of the farm but not before we were treated to coffee, scones (cheese of course) and a selection of different cheeses to try. There was quite a queue at the counter to purchase a sample to take home at the end of the day.



Cars on display at the cheese factory

There was a good selection of club cars with both pre and post war models represented including a beautiful Hooper 20/25, GNC7, belonging to John Harrison. We were pleased to welcome new members to the Section who joined us for the first time and also members from Yorkshire and Cumbria. Once satisfied and replete with cheese we left in convoy for a scenic tour of the countryside.

There were plenty of admiring looks as sixteen Rolls-Royce and Bentley cars swept majestically by and not a little amusement as we became temporarily entangled with a local MG Club outing! Our destination was Linden Hall, a Grade II Listed Georgian Country House

and one of the most magnificent hotels in the area, where we were booked in for lunch, and this rounded off a perfect start to the season. Warm and sunny weather had been specially booked for the day and did not disappoint. A raffle was organised at the lunch which raised money for the Section funds. A most enjoyable day which was most ably organised by Viv and Derek Moss.



Linden Hall in Northumberland



Members enjoying lunch in the restaurant

## SECTION WEEKEND at Lumley Castle in Co. Durham

24<sup>th</sup> - 26<sup>th</sup> September 2004



Our Section Weekend took place over the last weekend in September and all enjoyed a splendid time at Lumley Castle with visits to the Eldis Caravan factory, a trip on the Wear at Durham and a visit to the newly opened Shildon Railway Village, which is an overflow from the National Railway Museum at York. The river boat trip gave us magnificent views of the city and was accompanied by a most amusing commentary from the young boat captain. While at the railway museum some of us were treated to a demonstration of Morris Dancing,

not the usual form that I am used to in the south with bells etc. but the dancers had painted faces and unusual costumes, bowler hats etc. The rest of the time seemed to be spent eating.

The weekend ended with a late lunch at the Dun Cow at Sedgfield, which was doing a roaring trade. Happily there were no Prime Ministers or Presidents to distract the staff on this occasion! Altogether a memorable weekend and all thanks to Paul and Sue Frankie for all the organisation which ran like clockwork and also Ray and Margaret Andrews for arranging the visit to Eldis caravans. Paul has sent me his report which appears next. 34 members are now on a diet after the excesses of the Section Weekend at Lumley Castle Hotel. Florence Hornsby won a bottle of champagne at the Murder Mystery Dinner for correctly working out who the murderer was. Saturday was an early start to enable us to attend the annual open day of Explorer Group, who make caravans and mobile homes. This was an interesting tour, seeing how the caravans were made and fitted out. One of our members even managed to acquire some scrap aluminium to use as a splash back in her new kitchen! After lunch at Knitsley Mill we had a leisurely cruise on the River Wear in Durham City. Our private dinner on Saturday was in the Scarborough Suite where, after the meal, the quiz results were announced. The winners were Alan and Katie Austen, whose prize of a Lumley Castle Teddy Bear was a friend for the



one they bought last year. Second prize went to Ken & Margaret Cowdell whilst Richard and Anne Hall were third, winning chocolates & champagne. Sunday's outing to Shildon Railway village should have been a preview visit, with the official opening by the Prime Minister taking place on Monday. However, Mr Blair cancelled to enable him to attend the opening day of the Labour Party Conference. Hence the museum opened to the public on Saturday. Lunch on Sunday was in the Dun Cow Inn, Sedgfield, where George W. Bush had lunch with Tony Blair on his recent trip here. I don't think he would have been disappointed if our meal was anything to go by.



## 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.