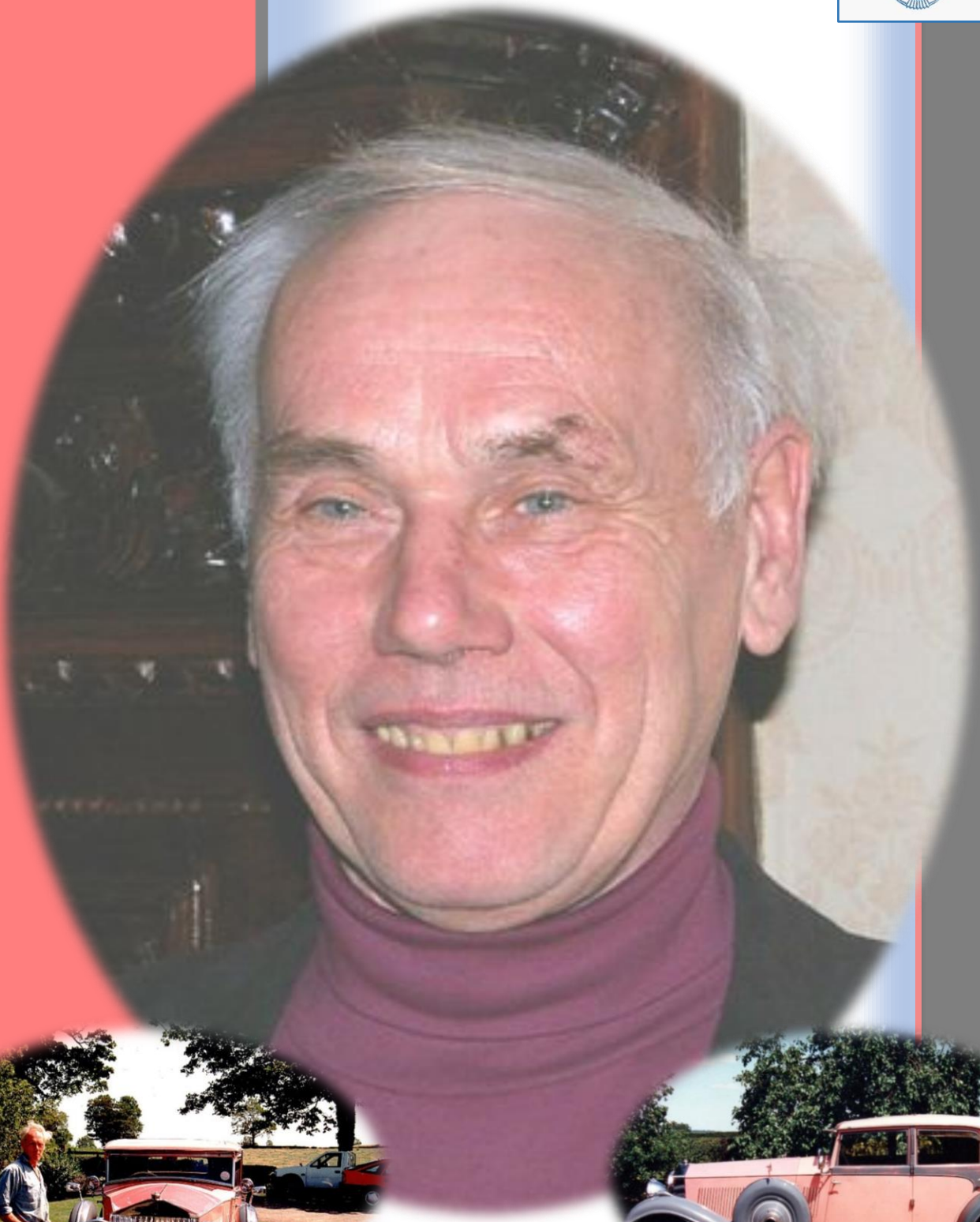
North Eastern Section Newsletter

November 2026

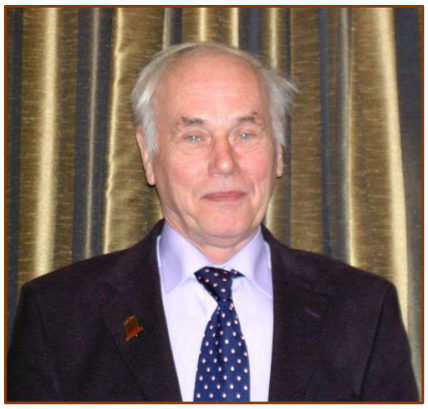




Roger Smith Hall
1938 - 2026

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

Sad news for the RREC North Eastern Section



It is with deep sadness that we announce the passing of Roger Hall, the esteemed Chairman of the North Eastern Section affiliated to the Rolls-Royce Enthusiasts' Club.

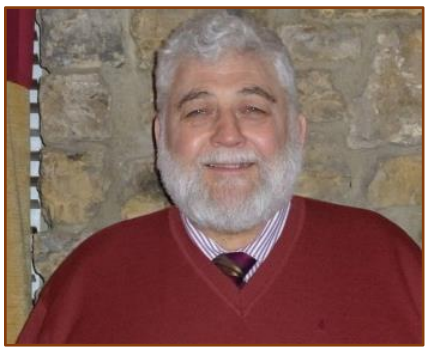
Roger was a pillar of our section, a passionate enthusiast, and a dedicated leader who guided the North Eastern Section with warmth, wisdom, and exceptional commitment. Beyond his invaluable contributions to the RREC, Roger was well-known and highly respected as the proprietor of R S Hall Engineering on the Thirsk Industrial Estate in North Yorkshire, where his technical expertise and generous spirit were always on display.

Roger was not merely a leader alongside his devoted wife Janice, he was the true heartbeat of the North Eastern Section. Together, they shared a deep commitment to the NE section, warmly hosting members and organising some unforgettable gatherings. By blending his immense technical expertise and entrepreneurship with their shared, generous community spirit, Roger and Janice fostered a welcoming home for everyone who shared a passion for the historic marque.

He will be profoundly missed by all who had the privilege of knowing him, working alongside him, and sharing in his love and passion for historic motoring. Our deepest condolences, thoughts, and prayers are with his wife Janice and family, close friends and his work colleges of the close-knit community at R S Hall Engineering during this incredibly sad and very difficult time.

A Lasting Legacy

Roger Smith Hall embodied the very best of the RREC: a dedication to engineering excellence, a deep respect for motoring heritage, and a warm, inclusive approach to fellowship. The North Eastern Section extends its deepest condolences to Janice, the Hall family, and Roger's many friends and colleagues at this difficult time. While the section moves forward into future seasons, Roger’s impact on the club and the lasting memories of his kindness, leadership, and camaraderie will remain firmly at the wheel.



Contact Point Comments

This Newsletter carries an obituary to our former Chairman, Roger Hall, who held that role for 12 years and to whom I owe a big thank you for his support and advice to me in my role as Secretary and Treasurer over that same period.

I can, on a more positive note, report the co-option onto your Committee of Andrew Carter. Andrew is from Carlisle and is one of a number of RREC Members with Carlisle – CA – postcodes transferred from the Northern Section when the RREC redrew RREC Section boundaries by reference to postcodes.

It was good to see some of those new Members, including Andrew, attend our AGM back in January 2026 and I look forward to proposals to new venues and activities perhaps more to the West and away from the current focus on activities in the Southeast of our patch which is where the majority of our active members live.

Onward and upward!

Rod MacLeod
Secretary
October 2026.

Front Cover: Roger Smith Hall 1938 - 2026

Christmas Party at The Old Mill near Coxhoe in Co. Durham
Wednesday 9th December 2026



The North Eastern sections Christmas Party will be held at The Old Mill in Metal Bridge near Coxhoe in Co. Durham, DL6 5NX.
For member who live further afield, The Old Mill provides excellent overnight accommodation so to make the most of the evening why not book an overnight stay and keep the merriment going into the early hours. A full cooked breakfast is included with your stay to help revive everyone the next morning. So why not come along and enjoy the Christmas Party to help get you in the mood for the up-and-coming festive period.

Please note: The section Christmas Party is held on the **2nd Wednesday of December, not the 3rd**.
The reason for this is in previous years the 3rd Wednesday in December has been very close to Christmas Day, so your committee decided to hold the Christmas Party on the 2nd Wednesday to allow more time for members in the run-up to the festive period.

Booking Form on page 27 of this Newsletter.

New Committee member.

Your Committee is delighted to announce Mr Andrew Carter from Penrith has joined the North Eastern Section Committee. Andrew has been a longstanding member of the RREC, he transferred from the Northern section following the club management's reallocation of some regional boundaries last year.
Please join us in offering Andrew a very warm welcome to the team and we look forward to working together to support our regional community and share our collective enthusiasm for these historic marques.

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

Wed 18th Nov: Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)

Wed 9th Dec: Section Christmas Party at The Old Mill, Metal Bridge, Coxhoe Co. Durham. (RM)

Section Events for 2027

Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)
Wednesday 20th January 2027

Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)
Wednesday 17th February 2027

North Eastern Section AGM – Venue TBC. (RM)
Sunday 21st February 2027

Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)
Wednesday 17th March 2027

Lunch at The Blacksmiths Arms in Swainby, North Yorkshire. (NC)
Saturday 3rd April 2027

Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)
Wednesday 21st April 2027

Yorkshire Charity Clay Day at Duncombe Park near Helmsley in North Yorkshire. (JH)
Sunday 9th May 2027

BBQ at Busby Hall in North Yorkshire. (AF)
Sunday 16th May 2027

Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)
Wednesday 19th May 2027

Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)
Wednesday 16th June 2027

Stokesley 'Classics on Show' on the Showground in North Yorkshire. (AF)
Saturday 19th June 2027

NECPWA Historic Vehicle Rally and Autojumble at Newby Hall near Ripon, North Yorkshire. (NC)
18th July 2027

Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)
Wednesday 21st July 2027

North of England Rally at Newby Hall and Gardens near Ripon, North Yorkshire. (MB)
Sunday 1st August 2027
(Note the change of venue)

Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)
Wednesday 18th August 2027

Ingleby Arncliffe Classic Car Show near Northallerton in North Yorkshire. (AF)
Saturday 28th August 2027

Past Events

Ingleby Arncliffe Classic Car Show near Northallerton North Yorkshire

Saturday 29th August 2026



Nestled in the scenic Hambleton district of North Yorkshire just north of Northallerton and southeast of the charming market town of Stokesley lies the picturesque village of Ingleby Arncliffe. On a day where the British weather behaved itself, staying warm under overcast skies with occasional bursts of bright sunshine, this quiet corner of Yorkshire came alive with the purr of vintage engines and the gleam of polished chrome.

The occasion? The highly anticipated Ingleby Village Classic Car Show, hosted on the cricket ground directly adjacent to the Blue Bell Inn pub.



The event brought together a spectacular array of historic motor transport for the public to admire. Best of all, the community spirit was firing on all cylinders: 100% of the gate receipts from the day are donated directly to local charities. The showground boasted an impressive variety of classic transport, including North Eastern Section members cars parked beautifully along the edge of the showground on a gentle incline forming a magnificent display of automotive history.



The marquee spanned seven decades of motoring excellence, featuring an incredible lineup of bespoke coachwork. Cars on display were Allan Fishburn's 1934 20/25 Coupe' a sophisticated classic, crafted by the renowned Hooper coachbuilders, Peter Kitching 1936 25/30 Limousine featuring coachwork by Park Ward. Post war models on display were John Harrisons 1965 Silver Cloud III, Graham Blackburn's iconic luxury saloon 1971 Silver Shadow 1 representing the peak of 1970s British refinement and Paul Tunnicliffes 1994 Silver Spirit III, a modern classic showing off the timeless lines of the 1990s.



As midday approached, the relaxed, quintessentially British atmosphere truly took over. The scent of polished leather blended with the aromas of midday dining. Some attendees made the short stroll over to local hospitality venues, including the adjacent Blue Bell Inn, to replenish their calories with hearty local fare. Others chose to stay field-side to enjoy their elaborate picnics sat on the grass. The afternoon dissolved into a wonderful blur of socialising, owners and enthusiasts spent time swapping restoration stories, debating the finer points of pre-war mechanics, and chatting with like-minded people who share a deep, enduring passion for classic vehicles.

The North Eastern Section of the Rolls-Royce Enthusiasts' Club extended their sincere thanks to the organisers, volunteers, and the village of Ingleby Arncliffe for providing an excellent venue and thanks to their hard work, the day was a huge success. Well done to all involved.

History of the Rolls-Royce 25/30 and Silver Wraith (1936–1939)

by John Harrison



1936 Rolls-Royce 25/30 Limousine Chassis No: GRM 23
Coachbuilder - Park Ward

The Rolls-Royce 25/30, produced between 1936 and 1938, represents the pinnacle of the interwar "small horsepower" family of Rolls-Royce motor cars.
Born out of necessity to combat a common luxury car dilemma with ever increasingly heavy bespoke coachwork designs, the 25/30 acted as a vital stepping stone toward modern manufacturing methods for the marque.
Despite its short production run of just two years, it solidified Rolls-Royce's reputation for producing exceptionally smooth, owner-driver-focused automobiles during the golden age of motoring.

Origin and Development: Solving the "Weight Problem"

To understand the 25/30, one must look to its highly successful predecessor, the 20/25 HP (1929–1936). The 20/25 had effectively saved Rolls-Royce during the height of the Great Depression, appealing to elite buyers who wanted a slightly smaller, more economical alternative to the massive Phantom series.
However, as the 1930s progressed, wealthy clients and prestigious coachbuilders began fitting increasingly large, heavy, and aerodynamically ponderous bodies onto the 20/25 chassis. Enclosed limousines featuring glass divisions, heavy timbers, and lavish interior fittings began pushing the 3.7-litre engine to its absolute limit. Customers grew unsatisfied with the sluggish performance, sluggish lower-rev acceleration, and lack of power when climbing hills.
In response, Rolls-Royce engineers developed the 25/30, introducing it in 1936. The strategy was straightforward yet effective: increase the engine capacity to handle the extra weight while refining the mechanical components to deliver a significantly quieter and more responsive driving experience.

Mechanical Evolution and Specifications

The heart of the 25/30 was its upgraded inline six-cylinder overhead-valve (OHV) engine. While the block retained the 4.5-inch (114.3 mm) stroke of the 20/25, engineers bored out the cylinders by an extra quarter of an inch, increasing the bore from 3.25 inches to 3.5 inches (88.9 mm). This simple alteration expanded the total displacement to 4,257 cc (4.3 litres).
The technical architecture included:

- **Powertrain:** A cast-iron cylinder block mated to an aluminium alloy cylinder head, operating with a 6:1 compression ratio to produce roughly 115 brake horsepower at 4,500 rpm.
- **Fuel & Ignition System:** The traditional, in-house Rolls-Royce carburettor was replaced by a proprietary Stromberg downdraught carburettor, working alongside SU fuel pumps. Magneto ignition was abandoned in favour of a modern dual-coil ignition setup (complete with a standby coil for safety).
- **Transmission & Chassis:** A four-speed manual gearbox with synchromesh on the top two gears (third and fourth) was mounted in unit with the engine. Power was delivered to a live rear axle. The chassis itself was a rigid, riveted frame resting on semi-elliptic leaf springs at the front and rear.
- **Braking:** Mechanical servo-assisted drum brakes on all four wheels, built by Rolls-Royce under a famous technical licence from Hispano-Suiza. A completely separate mechanical handbrake operated the rear drums independently.
- **Cooling:** The traditional triangular-topped radiator featured vertical louvres governed by an automatic internal thermostat, adjusting its opening angles based on engine temperatures.

While the maximum top speed only marginally improved to roughly 80 mph (128 km/h), the real triumph was the car's low-end torque and effortless acceleration. It could haul large formal bodies with a quiet, smooth flexibility that restored the marque's reputation for refined performance.



1936 Rolls-Royce 25/30 Sedanca de Ville
Chassis No: GTL 14 - Coachbuilder Gurney Nutting

The Death of Henry Royce and Structural Modernisation

The 25/30 holds a distinct position in the company's industrial history because it marked a shift in manufacturing philosophy following the death of co-founder Sir Henry Royce in 1933. Royce had maintained a strict, borderline obsessive "Silver Ghost mentality demanding that Rolls-Royce manufacture its own electrical equipment, carburettors, and hardware in-house to achieve perfection. This approach was becoming financially unsustainable against modern manufacturing competition. Following his passing, the company began integrating high-end proprietary components into the 25/30 line. Sourcing parts like Stromberg carburettors, Borg & Beck clutches, Lucas electrics, and Marles steering mechanisms allowed Rolls-Royce to modernize its assembly lines, curb escalating manufacturing costs, and keep the vehicles highly competitive in a volatile global economy.

The Art of the Rolling Chassis

In keeping with the traditions of the pre-war era, Rolls-Royce did not build complete cars at their Derby plant. They manufactured a rolling chassis, containing the engine, drivetrain, suspension, radiator, and bonnet. Upon ordering a 25/30, the buyer would select a prestigious external coachbuilder to construct a bespoke body. Because of this, no two 25/30 models are exactly alike. Prestigious coachbuilders frequently commissioned for the 25/30 included:

Park Ward & Co: Known for exceptionally sturdy, stately limousines and saloons.

Barker & Co: One of the oldest firms, delivering highly elegant formal cars.

Gurney Nutting: Famous for sleeker, sportier, avant-garde styles like the *Sedanca de Ville*)

Other include: - Thrupp & Maberly, Hooper & Co. and Joseph Cockshoot.

Styles varied wildly across the 132-inch (3.4-metre) wheelbase, ranging from light open-top sports tourers and sportsman saloons to grand formal town cars and six-light partitioned limousines.



1936 25/30 - Limousine
Chassis No: GUN 38 by Thrupp & Maberly



1938 25/30 - Sports Saloon
Chassis No: GAR 5 by Freestone & Webb



1938 25/30 - Saloon
Chassis No: GZR 2 by Thrupp & Maberly



1936 25/30 - 4 Door Saloon
Chassis No: GUL 82 by Barker



1938 25/30 - Limousine
Chassis No: GAR 80 by Mann Egerton



1936 25/30 - 4 Door Saloon
Chassis No: GXM 1 by H.J. Mulliner

End of Production and Legacy

The production of the 25/30 concluded in 1938 after an exact total of 1,201 chassis were built. It was succeeded by the Rolls-Royce Wraith, which introduced independent front suspension to the small horsepower lineup just before the outbreak of World War II halted civilian automobile production.

The 25/30 proved to be a quiet success. It was heavily favoured by the international elite, British aristocracy, and wealthy business owners. Post-war, many examples migrated across the Atlantic to the United States and Canada, where their robust mechanical design ensured a remarkably high survival rate.

Today, the Rolls-Royce 25/30 is celebrated as a prized collector's item. Thanks to its generous cabin space, reliable 4.3-litre engine, and classic pre-war aesthetic, it remains a global favourite for heritage events, vintage film appearances, and formal wedding hire. It stands as a testament to an era when engineering refinement and handcrafted luxury were perfectly intertwined.

The Pre-War Rolls-Royce Wraith (1938–1939)

Origins and Naming: Announced in 1938 as the replacement for the 25/30 HP. model, the Rolls-Royce Wraith was built at the Derby factory. The name "Wraith" followed the brand's tradition of ghostly nomenclature and was derived from a Scottish word for ghost or spirit.

Engine: It used an inline six-cylinder, 4,257 cc overhead-valve engine derived from the 25/30 HP, but featured an advanced cross-flow cylinder head.

Chassis & Suspension: For the first time, Rolls-Royce used an independent coil-sprung front suspension (based on the Packard 120 design) with hydraulic dampers whose rates varied automatically based on the vehicle's speed. The chassis frame shifted from traditional riveting to welded construction.

Brakes: It featured drum brakes assisted by a mechanical servo built under license from Hispano-Suiza.

Short Production Life: Production was cut short by the outbreak of World War II in 1939. Only 492 chassis were built before the Derby factory pivoted entirely to war work (such as producing the Merlin aero engine).

Bespoke Coachbuilding: Just like its pre-war predecessor, the Silver Wraith was delivered exclusively as a rolling chassis, leaving elite clients to commission custom bodywork from renowned coachbuilders like H.J. Mulliner, Park Ward, Hooper & Co, James Young and many more as pictured below.



1939 25/30 Wraith - Sedanca de Ville
Chassis No: WHC 14 by Cockshoot



1939 25/30 Wraith - Limousine
Chassis No: WLB 26 by Hooper



1939 25/30 Wraith - Drop Head Coupe'
Chassis No: WCH 31 by James Young



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Obituary: Roger Smith Hall

A Tribute to the Chairman of the RREC North Eastern Section



It is with profound sadness that we record the passing of Roger Smith Hall**,** the esteemed and long-standing Chairman of the North Eastern Section of the Rolls-Royce Enthusiasts' Club (RREC)**.** His departure leaves a deep void not only within our section but across the entire classic car community in the region.

Roger was not merely a leader, alongside Janice, his devoted wife of 61 years, he was the true heartbeat of the North Eastern Section. Together, they shared a deep commitment to the community, warmly hosting members and organising unforgettable gatherings. By blending his immense technical expertise and entrepreneurship with their shared generosity and community spirit, Roger and Janice fostered a welcoming home for everyone who shared a passion for the historic marque of Rolls-Royce and Bentley motor cars.

Born and raised in Sowerby, Roger was a lifelong resident, a highly respected engineer and business owner who had attended the local Wennington Boarding School in Wetherby from the age of 10. At just thirteen years old, Roger was already proving his engineering prowess. During a youth hostel holiday to the Norfolk Broads with two friends, Roger visited a local boatyard. Spotting a set of racing dinghy plans, he snapped them up for £5, a purchase so ambitious it completely emptied his pockets, forcing the trio to cut their holiday short and head home!



Rogers school photograph-1954-(bottom far right)

Undeterred and ever the budding engineer, Roger immediately got to work in true resourceful fashion. He built the entire dinghy by reclaiming wood from an old mahogany dining table and a grandfather clock. His craftsmanship paid off in a big way. Roger later sold the completed dinghy to an army officer for £200—a massive return on his initial five-pound investment and the official start of a lifelong knack for engineering.

Upon leaving school, he entered a highly competitive mechanical engineering apprenticeship at Imperial Chemical Industry (ICI) Wilton Works near Redcar. Demonstrating the immense work ethic that would define his entire career, Roger spent five years balancing intensive practical work with countless hours at night school. Of the 103 apprentices who began the rigorous training programme, Roger was one of only 15 who successfully receive their indentures and was one of only two from Thirsk. He later transferred to ICI's Harrogate complex, a research laboratory and technical development site (TDS) that played a central role in the development of synthetic fibres like Terylene and Crimplene.



Roger and Janice at the Annual Rally in 2010

In 1961, Roger returned to his roots to manage the family laundry business. His return marked the continuation of an extraordinary local legacy. The Smith/Hall family had been in business in Thirsk since 1580. While proud of his heritage, Roger considered his greatest achievement to be a personal one. In 1965, he and Janice, physically built their own family home from the ground up—the very place where he peacefully spent his final days.

Roger's true professional passion took shape in the 1970s. As agricultural machinery advanced, a distinct local need emerged for specialized components capable of withstanding the demanding conditions of root crop harvesting. The machinery required the ability to sift out soil, stones, and debris cleanly, without damaging delicate produce like potatoes. Recognizing this challenge, Roger founded RS Hall Engineering in 1974. Operating from the original laundry premises, this new enterprise specialized in the design and manufacture of heavy-duty, highly customized root crop webs, drives, and components. He was a visionary engineer whose technical foresight and exceptional skill left a lasting legacy. He designed and manufactured numerous bespoke machines that remain fully operational to this day, a true testament to the quality of his craftsmanship. Up until late June, Roger continued to work actively six days a week.

Throughout his distinguished career, Roger was always deeply committed to investing in the next generation. He took immense pride in mentoring aspiring young engineers, consistently challenging his peers and students to elevate their skills and realize their full potential. Roger brilliantly merged his professional life with his passion for motor cars. In April 2026, he opened the doors of his facility to host a landmark technical visit and barbecue for RREC club members. It showcased his forward-thinking mindset notably leading his business into a sustainable future while offering members an extraordinary and unique venue surrounded by classic Rolls-Royce and Bentley motor cars.



North Eastern section members cars on display at R S Hall Engineering in Thirsk



Members enjoying their BBQ in a unique setting In R S Halls Engineering workshop

Roger's personal passions were closely intertwined with his engineering mind. He was a dedicated member of the Rolls-Royce Enthusiasts' Club for 56 years, proudly serving as the Chairman of the North Eastern Section for a period of more than 12 years.

As Chairman, he guided the North Eastern Section with a steady capable hand. Roger worked side-by-side with Section Secretary and Treasurer Rod Macleod to ensured that the club remained in a sound, vibrant, and active state year after year. He presided over key annual meetings, welcomed national club leadership, and took great pride in recognizing the achievements of others, such as presenting the Ray Hornsby Trophy for the best member's car of the year chosen by the Chairman.

Yet, it was Roger's quiet generosity that members will perhaps remember most. Whether he was lending out his personal collection of automotive books to educate fellow members on the finer details of the marque, or offering a lift to the RREC Annual Rally at Burghley House. Roger always put others first. Supported faithfully by his wife Janice, his hospitality at section gatherings became legendary. If you ever wanted a lift from Roger, then what a way to travel, in a 1934 Rolls-Royce Phantom II Continental (Chassis No. 185RY) is an experience like no other. This remarkable vehicle has been Roger's pride and joy for a long time. He set out in 1959 to trade an Alvis for a Mini, but chose this pre-war automotive luxury instead. Fitted with bespoke coachwork by the renowned London firm Freestone & Webb, the vehicle stands today as a highly celebrated and exceptionally well-preserved example of historic motoring that must be all attributed to Roger.

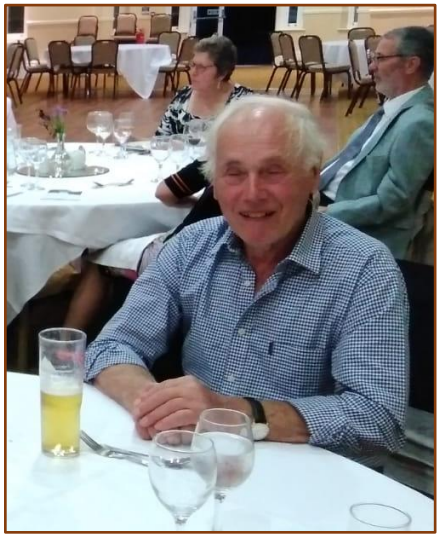


1934 Rolls-Royce Phantom II Continental - Chassis No. 185RY owned by Roger and Janice

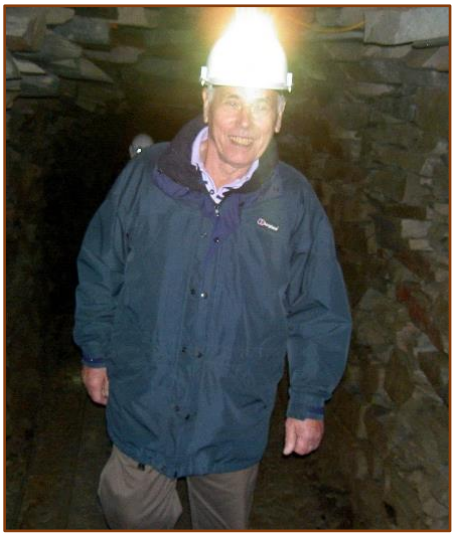
The Phantom II boasts a colourful history that spans from the elite of the global cosmetics industry to top-secret military operations. The vehicle's prominent original owner was the legendary cosmetics and perfume pioneer Elizabeth Arden, who utilized the high-performance of the Continental for rapid long-distance European touring. To this day, the car is finished in its eye-catching, factory-original Salmon Pink and Grey livery, a direct nod to the distinctive aesthetic of the Arden brand.
During the Second World War, the vehicle served an unlikely and highly confidential military purpose. Engineers utilized the heavy and powerful Phantom II for parachute testing, driving the car at high speeds with prototype parachutes trailing behind so as to calculate deployment drag and deceleration limits.
Following its wartime service, the vehicle eventually transitioned into Roger's ownership, who over a 66-year period, has meticulously maintained and preserved the car in its highly original state. One modification Roger performed was additional lubrication to the cam shaft. This rectified a fault that the Phantom II's suffered from over the years therefore safeguarding the cars exceptional heritage for future generations to enjoy.
In addition to his dedicated stewardship of the RREC North Eastern Section, Roger in his early days was an avid sportsman. He represented the Thirsk Athletic Club (TAC) in hockey and was a passionate golfer. His commitment to grassroots sports was foundational. He was one of the principal instigators behind the establishment of the Thirsk Squash Club and devoted decades of voluntary service and physical labour to enhancing the athletic club's facilities.
Roger was a man of action, integrity, and profound dedication to his family, his profession, and his car club community.
He truly allowed his life's work to speak for itself.

John Harrison

Roger Smith Hall 1938 - 2026







The Use of Mobile Phones on Petrol Station Forecourts

by John Harrison



Have you ever wondered why this sign is displayed on all petrol station forecourts adjacent to every petrol pump in the UK.

Petrol is classified as a highly flammable petroleum spirit that constantly releases heavy vapours that sit close to the ground rather than dissipating quickly. A running engine has active electrical systems, hot exhaust components, and the potential for a malfunctioning spark plug or wiring leak to create an electrical arc. With fuel vapours being omitted during the refuelling process, this creates an immediate risk of explosion and subsequent fire if the vapours find an ignition source.

While early safety guidelines in the 1990s feared that a mobile phone battery could short-circuit or create a spark in an explosive atmosphere, scientific testing has shown that modern day mobile phones do not pose a realistic risk as an ignition source. Under the Dangerous Substances and Explosive Atmospheres Regulations (DSEAR), UK forecourts are legally required to eliminate these potential ignition source hence the signage.

On occasion unsubstantiated reports have emerged of mobile phones causing fires on petrol filling stations and other locations where flammable vapours are present. In fact, when research has been done into whether this has occurred, no evidence linking fires to mobile phone ignition has been found.

Regardless of this, use of mobile phones on Fuels Industry UK members' forecourts is actively discouraged for the reasons stated below.

Distraction- Using mobile phones can create a serious distraction for people dispensing fuel or crossing the forecourt due to the number of vehicles moving. Traffic movements will always present a risk for customers and therefore remaining vigilant and minimising distractions is central to forecourt safety.

Risk of sparking- Mobile phones are not designed or certified for use in explosive atmospheres which exists around the pump nozzle and petrol tank filling point during the refuelling of a motor vehicle.

Whilst the risk of a sparking being generated from mobile phones is low, they are not intrinsically safe devices, therefore should not be used in those hazardous areas listed below that exist on a filling station forecourt.

Where is mobile phone use prohibited?

- In the area of the vehicle filler point when refuelling a vehicle.
- In the immediate vicinity of a fuel dispenser (the petrol pump nozzle).
- In the immediate vicinity of tank fill points, tank and separator vents.
- In the vicinity of a road tanker when unloading fuel to the station, (around hose and valve connections).
- In the vicinity of the petrol stations storage tanks vent pipes usually located at height well away from the station's forecourt.

Generally, there is no need to restrict the use of mobile telephones in other areas of the forecourt, such as in the shop, in parked motor vehicles or in other traffic-free, non-hazardous areas.

In the UK, this is legally mandated by the Dangerous Substances and Explosive Atmospheres Regulations of 2002 (DSEAR). Because petrol is a highly flammable liquid, its vapours mix with the air to create a potential explosion hazard if an ignition source is introduced, therefore the forecourt must have a hazardous area classification review to determine the type and extent of the hazardous area zones is described below.

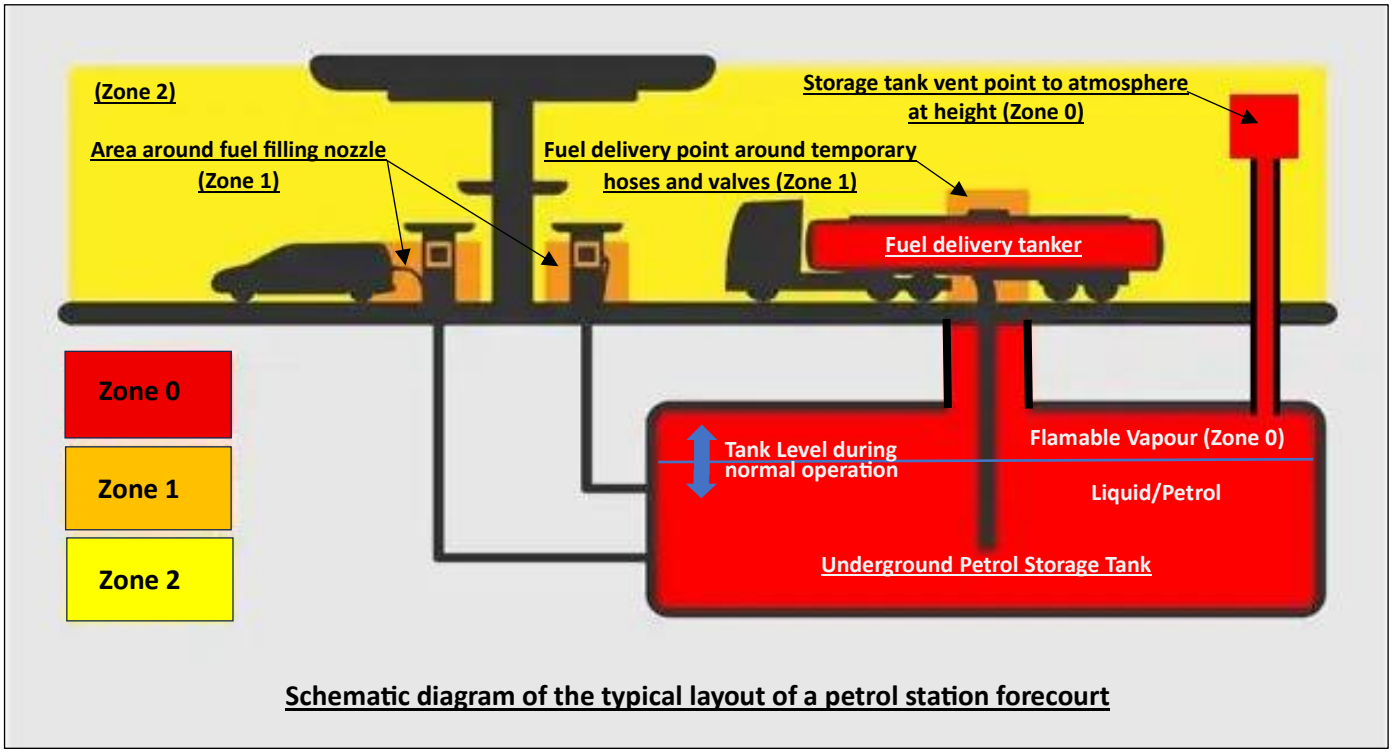
The area classification of a petrol station forecourt involves dividing the site into hazardous area zones based on the likelihood and duration of an explosive atmosphere being present. In layman's terms this means the length of time a flammable atmosphere (petrol vapour) is present around the filling nozzle during the refuelling of a vehicle. This also includes the area where fuel deliveries by road tanker are offloaded on the forecourt that involves the use of

temporary hoses connections and isolation valves. The location of the petrol stations storage tank vent pipes must be considered as during deliveries vapour in the storage tanks is displaced to the atmosphere as the tanks fill. The vents are usually at height but the location must be assessed.
The forecourt is split into three distinct hazardous areas, Zone 0, Zone 1, and Zone 2, surrounded by unclassified safe areas such as the shop and car wash areas.

The Hazardous Area Zones consist of:

Zone Classification	Risk Level	Description & Likelihood	Typical Forecourt Examples
Zone 0	Continuous Risk	An explosive atmosphere is present continuously or for long periods	Inside below-ground fuel storage tanks, inside tank chambers or sumps containing delivery connection points, Inside the interceptor (oil/water separator)
Zone 1	Primary Operational Risk	An explosive atmosphere is likely to occur during normal operation.	Immediate vicinity around fuel dispenser nozzles and pumps. Around the vehicle's fuel filler neck while filling a tank. Within a 1-metre radius around road tanker delivery and vapour-return connections
Zone 2	Secondary/Accidental Risk	An explosive atmosphere is not likely to occur in normal operation, and if it does, it persists for a short period of time only.	The broader buffer areas extending outwards from Zone 1 boundaries. Areas near the pumps that only become hazardous during an unusual spill or minor malfunction

The diagram below represents the typical layout of a petrol station forecourt. On the left, a vehicle being refuelled and to the right a petrol delivery taking place. The area classification zones of the forecourt are indicated by coloured areas where the meaning of this is referenced in the table above.



Schematic diagram of the typical layout of a petrol station forecourt

Why Area Classification Matters

Ignition Source Control: Classifying these zones dictates where strict controls are applied. For example, customers stand in **Zone 1** while filling up, which is why mobile phones and smoking are strictly banned on the forecourt—ordinary electronics are not rated for safe operation in explosive atmospheres.

Equipment Selection: Any electrical equipment, lighting, or automated machinery installed within these zones must possess the appropriate ATEX/IECEx explosion protection rating (e.g., flameproof or intrinsically safe) to ensure they cannot produce a spark.

Infrastructure Materials: Surface elements, including flooring or drainage within Zones 1 and 2, must meet strict requirements such as anti-static properties to prevent the build-up of static electricity, which could trigger a spark that could initiate accidental explosion.

Mobile phones are not allowed on petrol station forecourts primarily due to two factors: pedestrian distraction and strict regulatory precaution regarding potential ignition sources. Petrol retailers and safety authorities enforce the restriction for the following reasons.

Severe Distraction and Situational Awareness

The foremost risk of operating a mobile phone outside a vehicle is cognitive and a visual distraction.

- **Traffic Movements:** Forecourts are hazardous environments with vehicles constantly moving, reversing, and turning. Distracted pedestrians face a higher risk of being struck by moving traffic.
- **Handling Flammable Liquids:** Dispensing fuel requires focus. Using a phone increases the likelihood of human error, such as overfilling, fuel spills, or failing to secure the nozzle correctly back into the pump.

Regulatory Compliance and the "Intrinsically Safe" Standard

Mobile phones are consumer electronic devices that are not certified as "intrinsically safe".

- **Hazardous Atmospheres:** Concentrated, flammable fuel vapours exist temporarily around a vehicle's filler neck during refuelling and near storage tank vents.
- **Incendive Sparking Risk:** While the probability is exceptionally low, standard mobile phones have the theoretical potential to produce an electrical spark (e.g., from a compromised battery or an internal fault). Because they lack explosion-proof design certification, their use in defined hazardous zones is prohibited under petroleum licensing conditions and local traffic regulations.

Clear Boundaries of the Restriction

Forecourt restrictions are targeted rather than blanket bans. According to guidance from groups like Fuels Industry UK and fuel providers.

- **Prohibited Areas:** You must not use your phone when standing in the immediate vicinity of a fuel dispenser, when handling the pump nozzle, or near tanker unloading points.
- **Permitted Areas:** It is perfectly safe and permissible to use your mobile device inside a stationary vehicle (e.g., for mobile payment apps) or while inside the main forecourt convenience shop.

The identification and classification of areas that may contain hazards, but the term "Hazardous Area" is specifically applied to locations where the likelihood of coincidentally creating both a flammable atmosphere and a source of ignition is high enough to justify implementing safeguards to prevent the harmful consequences. This a significant aspect of the risk assessment for a facilities like petro chemical plants, offshore oil production platforms and garage forecourts to meet formal safety requirements. This also applies to alcohol (spirits) bottling plants and food manufacturing facilities where the mixing of flour and other additives could produce a dust cloud that under the right conditions a flammable atmosphere is formed and with an ignition source an explosion could take place.
So now you know why a cashier in the forecourt kiosk is vociferating at someone using a mobile phone on a petrol station forecourt.

The History of Hooper & Co Coachbuilders

by Nick Clark

Established in 1805 the Hooper coachbuilding firm, based in the Haymarket London, founded their considerable reputation on Royal patronage. They held Royal warrants to the British Sovereigns in an unbroken sequence from 1830 when the first one was granted until they closed down after the Second World War. With a hundred years' experience of coachbuilding behind them, Hoopers readily adapted themselves too the motor age with one of their early commissions being to build a body on a Daimler chassis for King Edward VII in 1904.

By the time Hoopers & Co. (Coachbuilders) Ltd. had established showrooms at the top of St. James' Street in London's West End their coachbuilding factory at Chelsea was the biggest of its kind in London.



1933 Rolls-Royce 20/25 Limousine
Chassis No: GTZ 75



1934 Rolls-Royce 20/25 Limousine
Chassis No: GAF 40

During World War 1 Hooper turned to aircraft manufacture, eventually producing 'Sopwith Camels' at the rate of three a day. Once peace was restored, the firm returned to coachbuilding weathering the storm of the Great Depression of the 1930s far better than most coachbuilders; producing more than 300 bodies in 1936.

Between the two World Wars Hoopers were large exporters of specialised bodies. Their clients included the Emperor of Japan, the King of Egypt and the Shah of Persia. Hoopers list of royal and distinguished patrons was, as 'The Times' said at the time, "unequalled by any other coachbuilder in the world".

In 1938 Hooper acquired rival firm 'Barker' who were in receivership. Barker retained its separate identity.

With re-Armament in the late 1930s, another factory was opened in Royal Park, London, on Western Avenue next to Callard & Bowser confectionery works, and during World War II, they built fuselage sections for DeHavilland Mosquito bombers, Airspeed Oxfords and gliders. During the Second World War the firm was taken over by B.S.A., through whom they affected a connection with Daimler, which was then part of B.S.A.

After the war Hoopers restarted coachbuilding and one of the earliest orders was to build a convertible body for the king of Arabia on a pre-war Phantom 111 chassis. They exhibited three models at the 1959 Motor Show, but these were a swan song. The models were never repeated, and that year Hoopers finally ceased making coachwork for "royal and distinguished patrons". I myself have owned several Hooper coach-built cars over the years and I can categorically say with hand on heart the quality of workmanship noticed in all the bodies were second to none. Hoopers were truly one of the finest coachbuilders the automobile industry has ever seen.

Nick Clark



1929 Rolls-Royce 20/25 2 Door Coupe'
Chassis No: GDP 3

A selection of section members cars with coachwork by Hooper & Co.







Clockwise:

1928 Rolls-Royce 20/25 Limousine -Chassis No: GLRX 82X – Nick Clark

1934 Rolls-Royce 20/25 Sports Saloon - Chassis No: GNC 7 – John Harrison

1934 Rolls-Royce 20/25 Coupe' - Chassis No: GMD 41 – Allan Fishburn

1934 Rolls-Royce 20/25 Limousine - Chassis No: GAE 22 – Peter Charlton



The Mystery of the Rolls-Royce Radiator Badge

The change from the red to the black Rolls-Royce radiator badge is the subject of one of the most famous urban legends in automotive history, though the real reason behind it was far more practical.

The Myth: Mourning Sir Henry Royce

For decades, a popular myth claimed that Rolls-Royce changed the background of its interlocking "RR" logo from red to black to mourn the death of co-founder Sir Henry Royce. Royce passed away in April 1933. Because the permanent transition to the black emblem occurred around the exact same time, people naturally assumed it was a mark of respect and sorrow.

The Reality: Aesthetic Clashing

The official archives from Rolls-Royce Limited clarify that the colour change was an aesthetic decision made by Henry Royce himself before his death. In the early days of motoring, customers purchased only the chassis and engine from Rolls-Royce and commissioned custom coachbuilders to design the bodywork.

Royce noticed that the vibrant red enamel badge frequently clashed with the paint colours selected by clients. Black was chosen as a neutral, sophisticated alternative that would seamlessly match any bespoke body colour. The decision was finalized and put into production in early 1933, making its overlap with Royce's death a pure coincidence.

Modern Meaning of the Red Badge

While standard production models transitioned to black enamel after 1934, the red badge did not vanish forever. Today, the Official Rolls-Royce Website details that the red badge is strictly reserved for experimental models, known as "EX" cars. These fully drivable, cutting-edge prototypes serve as technology demonstrators for future design and performance innovations.

The "Black Badge" Sub-Brand

In recent years, the concept of the black badge evolved into a distinct high-performance sub-brand known as Rolls-Royce Black Badge. Catering to younger buyers looking for an "alter-ego" aesthetic, these models feature high-gloss black chrome exterior trim, a darkened "Spirit of Ecstasy" bonnet ornament, and upgraded, more powerful engine tunings.

A simple job leads to an interesting discovery and a day to learn something new.

by Paul Tunnicliffe

It was time to change the oil and filter again on my Silver Spirit III, for the second time in my ownership. The car has only done 2000 miles since the oil change; however, it had been 20 months since that change and I wanted to flush out the last of the remaining old oil previously left in for 5 years of more, as she sadly sat abandoned in a Nottingham hotel car park. As some of you are no doubt aware, its good practice to change engine oil yearly, despite low milage on our classic cars.

This time however, I had another job I wanted to do as part of the oil change, which was to change the cork gasket on the oil filler cap. As you can see from the picture below, it was looking rather crusty!



Now, this little job turned into a rather interesting discovery, due to the fact that I document nearly all the jobs I do on this car on my you tube channel (Life-on-Cars) which leads to subscribers sending me interesting information – more on this later.

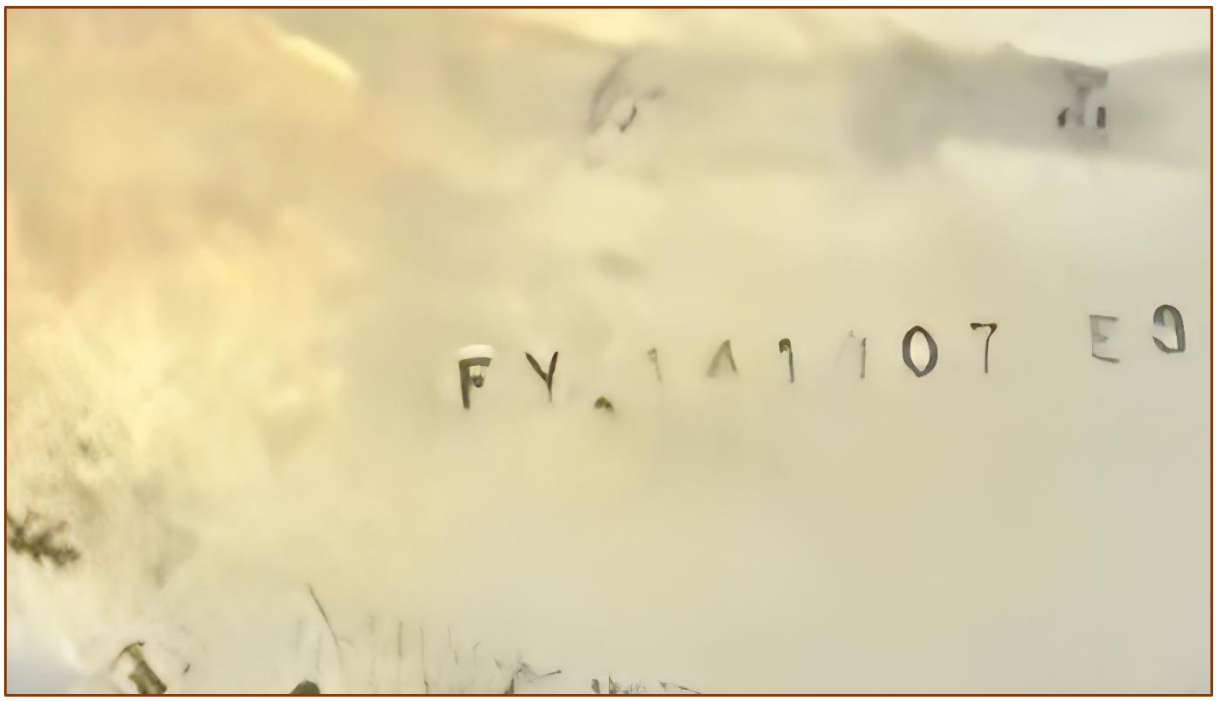
So, after the part arrived from Introcar, I set about removing the old cork gasket. It was well overdue a change, as it had gone really brittle and wasn't doing a very good job of sealing the opening.

The part is located on top of a metal disc which is spring loaded. I removed the gasket from the disc and discovered a part number.

As you can see, the part number begins with FV. I normally read out part numbers I discover as part of filming my you-tube episodes and after the episode went live, I was messaged by my contact at Introcar to tell me that FV was used to identify "Fighting Vehicles" for the components that were used in military vehicles.







Now, this spiked my interest about this specific filler cap used on Rolls-Royce and Bentley vehicles. With a little research, I soon discovered that this type of quick release cap has been used since 1946 on the Silver Dawn and Silver Wraith. Also, it was used on some of the B- Series military engines. I can only assume that when my car was built in 1994, Rolls-Royce must have had left over stock from the Military Vehicle parts, and my car ended up getting this plate fitted.



New Cork Gasket fitted – that's better!

I was fascinated to discover that the design of my oil filler cap dates back over 80 years. After speaking to Nick Clark, he told me the oil filler cap is known as the "Monza" type, in reference to the quick release caps used on race cars for the fuel fillers.
So, a simple £12 part turned into a voyage of discovery. Anyway, my filler cap now seals very well and springs open like it was made yesterday – another lovely piece of Rolls-Royce engineering.





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 Pauls videos click here, Life on Cars - YouTube





Newsletter articles from bygone years

Visit to Newburn Hall Motor Museum followed by Lunch at Close House Country Club

Sunday 15th April 2007



Close House Country Club

On the 15 April this year on a glorious spring day a group of 35 of us visited an undiscovered treasure. Hidden in the small village of Newburn is Newburn Hall Motor Museum. Originally built in 1924, and before it became a museum, the Hall was the home of the Territorial Army for almost 50 years. Built on land purchased from the Duke of Northumberland in 1974 it was sold to the Northumberland Boys Club.





The Boys club vacated the premises in 1977 and in 1979 it was rebuilt as a Motor Museum. Restored and refurbished it caters for all tastes ranging from the casual day visitor to the most enthusiastic car collector. Owing to the activities of the museum the exhibits are never on permanent display but nevertheless there were approximately 35 cars for us to view which incorporated a mixture of veteran, vintage and classic vehicles. The cars were housed with no glass cases or rope barriers which meant that they could be examined at close quarters. We began our day by meeting at the museum at 10.30am where we were served coffee and biscuits and had the opportunity to catch up with old friends and new before being shown around the collection of cars by the enthusiastic volunteer curators. Eventually we managed to drag ourselves away from the cars and headed in convoy further into Northumberland ending up at the magnificent Close House Country Club where we were served a sumptuous Sunday lunch in the ballroom. Formerly known as Close House Mansion, the property dates back to 1779 and was built for the private use of the Bewicke family. In August 2004 Newcastle University sold Close House Mansion to local business man Graham Wylie, who has developed the now renamed Close House Country Club into the most sought-after venue in the North East of England. After lunch many of us relaxed with a drink enjoying the sunshine or those slightly more energetic managed to enjoy a short stroll around the magnificent grounds. It was lovely to see such a good turn out, we hope you enjoyed the day and thankfully this year we were even lucky with the weather.



Newburn Hall Motor Museum



Members cars on display at Close House Country Club

Sunday Lunch at Pinchinthorpe Hall in North Yorkshire

Sunday 6th May 2007



We must be very lucky at the moment at each meeting we have organized lately the sun has shone beautifully; Pinchinthorpe Hall was no exception. I'm sure that by just saying that we will be doomed to torrential rain, hail, etc next time! The organic brewery, although small, is very interesting to hear about. Many of us took away a sample I'm sure, I know we did. The farmers' market had some rather unusual items such a bison burgers and wild boar sausages! Although there were only a few 'proper' cars, they covered a range of about 60 years of motoring - from a 1928 20/25 experimental car to a 1988 Bentley. We also had cause for celebration, as the next day was our president's 80th birthday. A surprise cake and a round of Happy Birthday for Gordon, accompanying an excellent meal made the day very special.



Two of the cars in the line up at Pinchinthorpe Hall. Peter Kitchings 1936 Rolls-Royce 25/30 (GRM 23) by Park Ward and Nick Clarks 1928 20/25 is the experimental car that started life as GLR81 but from July 1931 was converted into an experimental car and given chassis no. 14-G-IV. The original Landaulette body by Hooper was possibly transferred to GBT22, all according to Tom Clarkes' book.

The Yorkshire Dales Tour and Barbeque at Ilton

Sunday 24th June 2007



On Sunday 24 June we met at the Scotch Corner Hotel and enjoyed a welcome coffee, with a variety of tasty bites.
After this pleasant stop, we left in convoy, behind Dennis, to travel through the scenic route to Ilton. We drove under one or two showers and following groups of cyclists who seemed determined to split us up and lose us in the hills. However, we eventually arrived at The School House and descended onto the garden with our bags and boxes - and of course, umbrellas. The barbeques were already set up and were quickly put into action. Lucy had prepared salads, buns, cutlery, dishes and so much more. Everyone joined into the swing of things and the busy tables and smiling people with clinking wine glasses, translated into happiness. Naturally, the rain had to spoil the party. Umbrellas went up, goods and chattels were collected and everyone headed for cover.



How kind of Lucy and Dennis to allow us to invade their home and turn it into such a free for all! I am sure I speak for one and all when I say we had a wonderful day! Lucy and Dennis gave us a really warm welcome. They generously opened their doors to so many wet feet and people carrying plates of food and glasses of wine. The thought of that is enough to make some people shudder. All the more reason to appreciate the fun and great satisfaction throughout the day. I have no doubt we left Lucy with a mammoth cleaning job but she and Dennis were such good hosts, I am sure they will cope and tackle their challenge with great gusto! - Florence Hornsby
Florence did not mention the impromptu fly past by the Battle of Britain Flight Lancaster which flew directly overhead and was much appreciated. Now how did Lucy and Dennis arrange that!

Members Cars for Sale

For Sale: 1934 Rolls-Royce 20/25 two door ‘Coupe’ by Hooper

A one-off designed car, with overdrive, for further details contact,
Allan Fishburn Tel: 01642 551835 or email: allanfishburn@hotmail.co.uk





Members Spares for Sale

Rolls-Royce 40/50 Ghost & P1 Klaxon horn – excellent condition £350.00
Pre-war Rolls bakelite mushroom type HT coil, fully rewound (SOLD)
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.
The Factory cars 1919-1930' by Michael Hay (New) £45.00
Bentley ' The Vintage years 1919-1931' by Michael hay excellent £60.00
The Rolls-Royce "Wraith" by Tom C. Clarke (New) £40.00
Contact Nick Clark Tel: 07766 958801 or email: 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. £350.00
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

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

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 Tunnicliffe Tel: 07939 285264 or email: tunnicliffepaul71@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 description of the history of the North Eastern Section

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 Sedgefield, 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 2026/27 visit the North Eastern Sections Website.

rrec-northeast.org.uk/events

or scan the QR below to enter the website

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.