



# ROLLS-ROYCE ENTHUSIASTS' CLUB



NORTH EASTERN SECTION  
*Newsletter*  
*January-February 2010*

## DATES FOR YOUR DIARY

The Teesside *Noggin and Natter evenings* continue on the second Wednesday of each month at The Hotel Baltimore, 250 Marton Road, Middlesbrough.

This is a social evening and not just technical talk about cars, though it is always possible that the subject of Rolls-Royce and Bentley may come up!

There is also a Yorkshire Section Noggin and Natter evening at Ye Old Punch Bowl, Marton cum Grafton. YO51 9QY on the second Thursday of each month for those living a little further south, **but please check to ensure it is open before travelling.**

### Events for 2010

<b>20 January</b>	1930hrs. Pub meet at The Manor House, West Auckland.
<b>17 February</b>	1930hrs. Pub meet at The Manor House, West Auckland.
<b>22 February</b>	Committee meeting.
<b>21 March</b>	Start-of-season lunch, Hardwick Hall, Sedgfield. Martin and Jackie.
<b>9-11 April</b>	Club Conference and AGM.
<b>9 May</b>	Frank Dale and Stepsons Open Day.
<b>16 May</b>	Visit to North Yorkshire Moors Railway. Grahame.
<b>19 May</b>	Date tbc. Visit to Rolls-Royce Heritage Centre, Derby, Derek.
<b>31 May</b>	Ripley Castle Rally. Yorkshire Section.
<b>13 June</b>	Visit to Yorkshire Gliding Club. Roger and Janice.
<b>18-20 June</b>	Annual Rally, Rockingham Castle.
<b>27 June</b>	Sutton Park Picnic. Yorkshire Section.
<b>17 July</b>	<u>Saturday</u> . Visit to Ripon Races. Peter and Susan
<b>18 July</b>	Newby Hall Rally, NECPWA. (Provisional)
<b>8 August</b>	North of England Rally, Harewood House
<b>15 August</b>	Ilton barbeque. Lucy and Dennis.
<b>September</b>	Section weekend, date tba.
<b>December</b>	Fountains Abbey, date tba. Ray and Margaret.
<b>December</b>	AGM date tba

### ADVERTISING RATES

<b>Yearly:</b>	full page	£75.00
	half page	£50.00
<b>Members' private advertisements - maximum space <math>\frac{1}{4}</math> page</b>	Under £200	Free
	Over £200	£5.00
<b>Wanted advertisements</b>	Free	

## Welfare

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

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### Chairman's Challenge

Well here we are in 2010 and I very much hope that the start of the New Year finds you all fit and well and managing to cope with the copious amounts of snow which have descended and stayed with us since before Christmas.

Our AGM at the Blackwell Grange was very well attended and it was a privilege to be joined by Suzanne Finch from the Management committee along with her husband Nicholas. I received a very nice thank you letter from Suzanne commenting that our section was in very good shape with a strong committee and supportive members. The first event for this year is our monthly get together at the Manor House Hotel, West Auckland, on Wednesday January 20th. Weather permitting please meet for 7.30 pm. This will be followed by our annual early seasonal lunch which this year will be held at Hardwick Hall Hotel in Sedgefield on Sunday 21 March. As usual this is being organised by Martin and Jackie, full details and booking form enclosed in this edition of the Magazine.

One good thing about being snowed in, is that it provides you with the ideal opportunity to trawl through the internet without feeling guilty that you should be out and about doing other things! So whilst browsing through the auction sites I noticed that at Barons sale on the 9th February there is a very nice 1982 RR Corniche convertible up for sale from a deceased estate. The car is in striking carnival red with a sale estimate of £25,000 - £29,000. A very nice example indeed if someone has more than three numbers on the Euro Millions....HA, if only! Talking about new cars, as the car industry continues to struggle through this never ending recession, Rolls-Royce seem to have found a silver lining of success. Whilst most manufacturers are laying off staff, Rolls-Royce are actually taking on more staff and working double shifts to meet the demand for the new Ghost. Despite the price tag of £192,000 they have a waiting list of 1,600 customers (definitely Euro Millions winners). The Ghost will more than double production at the



Goodwood factory to more than 3,000 cars a year. Apparently its 6.5 litre engine takes just 4.7 seconds to go from 0 to 60mph with a top speed of 155mph. They have even managed to reduce the CO2 emissions to 317g/km. So as well as producing a great car, Rolls-Royce have also guaranteed the jobs of hundreds of British workers. I am currently in the process of trying to arrange a visit to the Rolls-Royce Heritage centre in Derby. Obviously this will be a full day's event with a very early start and will involve having to book a coach, so for it to be viable we will need your support. Details will be available on our website and in the next edition of the magazine so watch this space. And finally, I hope that you all have a Very Happy, Healthy and Prosperous 2010 and I look forward to catching up with you all again soon.

Drive Safely.

**Derek**

## Secretary's notes

A very happy new year to you all. I hope that Christmas was everything that you wanted it to be.

Jackie and I were saddened by the news of Barbara Farnill's death. An obituary appears later in this newsletter.

Now here is a matter for debate that has already been featured on the television. Is this year two thousand and ten or twenty ten? There will be an almost equal number of people in favour of both. Personally I have always been a 'twenty' man. Apart from the year 2000, which I grudgingly called two thousand instead of twenty hundred, I have always tried to refer to twenty oh one, oh two etc. In support of my argument I would cite the date of the battle of Hastings as ten sixty six. I have never heard anyone say one thousand and sixty six! Similarly Queen Victoria died in nineteen oh one, not one thousand nine hundred and one. So on that note a very happy twenty ten to you all!

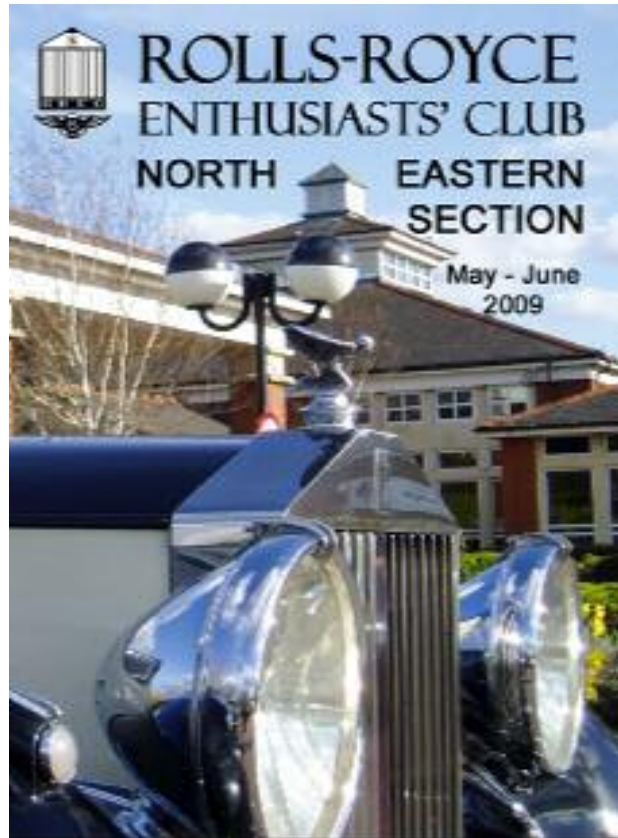
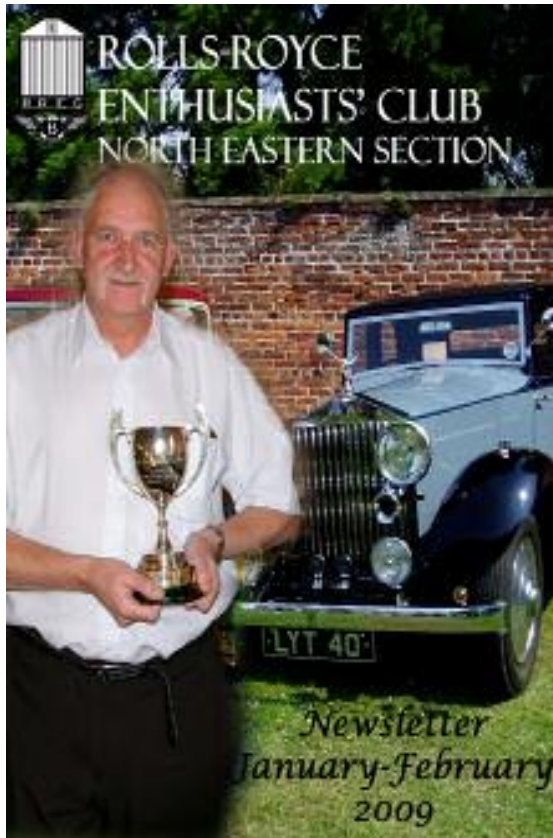
There are quite a few events listed in the diary and you will see that I have included some of Yorkshire Section's events, where they are towards our part of the world. If you are interested in going to any of their events you need to contact the Yorkshire Section. Our first pub meet at The Manor House is on Wednesday 20 January at 1900hrs for 1930hrs, then on Wednesday 17 February. Jackie and I have arranged a lunch at Hardwick Hall on Sunday 21 March and the Section has had



to pay a deposit and agree to a minimum number of twenty. So far I have had booking forms for seven people, so we need some more commitment from members. I know it seems a long way off but the hotel has not been particularly helpful, and I was forced to set a very early deadline so that we could reduce numbers without being charged in the event of only a few people booking. I very much hope that we will not have to do that. While reading another section's newsletter I noticed that it was being emphasised that section finances were not subsidised by the Club. No section accumulates funds without members attending events. There is always a small amount added to the actual cost which then goes to section funds. This really is a small amount, not more than 50p to £1 per person, so supporting events is vital to the section.

It has been a very long time coming and for that I apologise, but last July I received a letter from Roy Booth in response to the article by Selina Powers. Roy says that in the late 1960s his father ran an undertaking business in Huddersfield and had several Rolls-Royce motor cars including a 20/25 (GTK7) and Silver Wraith, both limousines. There was also an hearse, model unknown, registration number said to be DLF726, which Bernard King's book lists as a Barker bodied limousine 25/30, chassis number GAN 16. One particular car was a PIII limousine registration number EBB629, chassis number 3AX187. Roy says that his father bought the PIII at auction and at that time it had an engine out of a Bedford truck and Roy wonders whether it was the same car referred to by Selina in her article last July. Can anyone throw any light on this one - Selina? Roy goes on to say that the last he heard of the car it was for sale, but with a Rolls-Royce engine, but was it a PIII engine, I wonder? Again my apologies for holding on to Roy's letter for so long without doing anything about it, I confess I had put in the pages of Tom Clarke's book with a view to doing some research and there it lay!

Roger Hall thrust an interesting little book in my hands at the AGM, always a dangerous thing to do, but on this occasion I have not lost it. The book is snappily entitled 'BOOK OF GENERAL & TECHNICAL INFORMATION USEFUL TO DRIVERS & OWNERS OF ROLLS-ROYCE CARS' Roger has highlighted an article dated 1911 and headed 'Top gear test from London to Edinburgh and back'. This is a brief report on the famous test, and confirms that the car, a 40/50,





A few photos from 2009

returned 24.32 miles to the gallon or 57.07 ton-miles

per gallon under RAC observation. Maximum speed achieved was 78.26 miles per hour, presumably off the King's highway, see below. Roger has done some calculations as follows; 1911 40/50 Silver Ghost, total weight 5257lb (2.346 tons), including four passengers. Average speed 19.59mph, the maximum by law in 1911 being 20mph. Distance travelled 794 miles, fuel used 32.648 gallons, being 57.07 ton-miles/gallon of petrol. Now the same journey for a SAAB 9.5 is as follows; total weight 3808lb (1.7 tons). Average mpg 36.5 which equals 62.05 ton-miles/gallon of petrol. Although the SAAB returned a more economical use of fuel when one takes into account the octane rate in 1911 which was 70, and in 2009 is 95, Roger reaches the following conclusion:- use your pre-war Rolls-Royce and save the planet!

I have been looking at the NECPWA website for the date of the Newby Hall rally, but it is not mentioned, but Tony Simons says that it is usually the third Sunday in July. This means that it is likely to be the day after the visit to Ripon races, which could be convenient for anyone wanting to stay overnight in the area. I did see that they (NECPWA) were visiting the Ryedale Folk Museum at Hutton le Hole on Sunday 23 May. They have organised parking, so that is a date some of you might like to note. Go on to their website - [www.necpwa.org.uk](http://www.necpwa.org.uk) and follow the links for a booking form.

*Martin*

## New members

A warm welcome to Geoff and Sheila Mansfield, friends of Derek Moss, who joined Section members at our weekend last September and attended our AGM. Since the weekend they have acquired a Bentley Mk VI; what a sensible couple! Geoff and Sheila also have Jaguars and are members of the Jaguar Drivers and Owners Clubs. Also Mr Macleod from Newcastle upon Tyne. You are all very welcome especially at any of our events. Please make yourselves known so that we can introduce you to other members of the Section.

## Annual General Meeting

Forty four members attended the AGM at The Blackwell Grange Hotel on Sunday 13 December. Chairman, Derek Moss, opened the meeting by welcoming everyone and especially past Club Chairman, Suzanne Finch representing the Management Committee, and her husband Nick. Also welcomed were Mike and Sandy Relph. Mike had not been well and it was good to see him back. Minutes will be available for circulation shortly but very briefly Derek, myself and Grahame reported



that the Section was progressing well, despite a reduction in income from the North of England Rally at Harewood House, and we were hopeful for a successful 2010. The McGarr trophy was awarded to John Harrison for the second year running, possibly a 'first', in recognition of all his work in building and launching and maintaining the Section website. The Hornsby Trophy went to Nick Clark for his 1928 20/25 GLR82X, an experimental car originally 14-G-IV. (See cover.)

Following the meeting Suzanne Finch, representing the Management Committee gave us an update on Club matters:

She said that she was very pleased to be here in our 40th anniversary year and that somehow during her two years as Chairman she had missed the North Eastern Section and was really pleased to be able to rectify this. Suzanne reported that the Club finances were in very good shape. The Club Year Book is being produced again, only this year it will be about half the size, but there will be a pocket diary included and it is proposed that this will be repeated again next year. *(You should all have received it by now. Ed)*

When The Hunt House was originally purchased in 1977, it was considered that the most tax efficient way to proceed was for it to be bought in the name of the Sir Henry Royce Memorial Foundation and leased to the Club. This also protected the assets of the Club. A new lease is now in the process of being negotiated, but legalities have moved on in the last thirty years and this has complicated matters. Tony James (the current Chairman) is grappling with this and things are moving on.

The Club had a successful stand at the Classic Motor Show at the NEC. Sixty two new members were recruited which was a good result and it was felt that it was important for the Club to be seen as part of the classic car community. The Annual Rally this year will be at the new venue of Rockingham Castle, just west of Corby. The castle is interesting and has been continuously inhabited for nearly a thousand years. For the first time this year there will be a 'guest club' at the rally and the Aston Martin Owners Club have been invited to join us. Next

year it is hoped that the Jaguar Owners or Enthusiasts Club will be invited.

Suzanne said that the website was progressing well and she was pleased that there was someone (John Harrison) in the North Eastern Section who was keeping our part of the site up to date. Ailsa Plain, the Club webmaster, kept the main site up to date and a new page had recently been introduced highlighting articles from the Bulletin that were deemed of particular interest. She said that it was extraordinary what Colin Hughes had done for the Club and his photographs dating back to 1968 were available to see.

There are several anniversaries coming up over the next two years. 2010 is the centenary of the death of Charles Rolls, and there will be a Welsh event in July centred around Monmouth. Suzanne is working on the centenary of the Spirit of Ecstasy in 2011. The date on the base of the mascot is 6 February 1911 and an event is being planned at the RAC Club in London to launch the celebrations on that date in 2011 to be followed by various events throughout the country so that it is accessible to everyone during 2011. Suzanne will be working with Malcolm Tucker and with Ken Britten, who is an expert on Charles Sykes. There will also be an exhibition at The Hunt House during the year featuring Charles Sykes, Rolls, Royce, Lord Montague, Eleanor Thornton et al, full of art, sculpture and history.

Trade marks; the Club has a licence from Rolls-Royce plc to use the Rolls-Royce trade marks - that is the linked RR and the Rolls-Royce name. Rolls-Royce Motors also have a licence to use the trade marks on motor cars, but our licence is more generous than theirs. The Club gives the Sections a sub-licence to use the trade marks and that is why Section rules have to be attached to that licence, so that Rolls-Royce plc know that the Club has some control over the Sections. We do not have a similar licence with Bentley Motors.

Management Committee elections are being held again in April. Suzanne and Malcolm Tucker will both be standing down. There is a cross-section of talents on the committee, not least common sense which is always in demand! When Suzanne retires in April there will not be a female committee member unless a lady stands and is elected.

It was commented that at the NEC the Mercedes-Benz Club were offering coffee to members. Suzanne said that it was a conscious decision not to do this, while making the stand as welcoming as possible. Colin Hutchinson commented that when he visited last year the Club representatives on the stand seemed not to be able to answer questions. He also said that some seats for members on the stand would be useful. Suzanne said that she would bring these points to those organising the stand. Paul Frankie asked how much the stand

cost the Club. Suzanne said that the stand itself did not cost anything but there was expense in carpeting, which was new every year, the banner and gantries, the expense of transporting the vehicles to the site and accommodation for the volunteers manning the stand. The total is in the region of £5/6,000. It is felt that it is well worthwhile and the Club has a reputation to maintain.

*Martin Vinson*

## Barbara Farnill

1943 – 2009

Very few people can lay claim to having been born in a Castle but Barbara could. She was born at Hazelwood Castle on 19 February 1943. At that time and throughout World War 2, the Castle was being used as a Maternity Hospital. After attending Primary school in Stanley near Wakefield, she completed her school days at Intake Secondary Modern before undertaking secretarial work that was to stand her in good stead in her future life.



Barbara met Paul in 1960 whilst on a night out in Whitwood and they recently celebrated their sapphire wedding anniversary, having married in 1964. The newly weds invested in a large property in an area of Leeds with a mind to converting the building into flats and both set about achieving this aim with great gusto. They were soon able to move into a three-quarters finished flat. This established a pattern for the rest of their married life, for although they have lived in their present home for over 30 years there was always still the odd job or two to finish!

The birth of their first daughter, Terri in 1965 quickly followed by second daughter Sarah and then son Richard meant that any aspirations to owning a Rolls-Royce were put on hold until the late 1970s when a MkV1 Bentley was purchased and by 1984 they were the proud owners of their first Rolls-Royce. Barbara and Paul joined the RREC in 1980. Barbara was Yorkshire Section Treasurer from 1986 to 1993 whilst Paul became Section Secretary. When Paul was elected to the Club's Management Committee in 1999, Barbara supported both Paul and the Club in any way she could from painting floors, marshalling and even manning the bar at The Hunt House. Both she and Paul have always been hard working members. Always willing to lend a hand and always

willing to volunteer. When Paul undertook the task of organising the UK leg of the Round the World Tour marking the 100 Anniversary of Rolls-Royce, it was Barbara who took charge of all the route planning, hotel booking and the co-ordination of events. The tour lasted 3 weeks and took in Wales and Scotland as well as England and involved visitors from 14 different countries. Such was Barbara's willingness to oblige that for the 3 weeks' duration of the tour she and Paul travelled in the support van which carried the luggage for tour participants, their own Rolls-Royce being loaned out to people from Australia who were taking part in the Tour. Her main interests were music, reading, family and friends.

She took everything in her stride and faced her illness bravely and with dignity.

Barbara passed away peacefully on Wednesday 25 November 2009 with Paul and family by her side.

She was, quite simply, a lovely person. RIP Barbara.

***Luz Brown***

Where we are going:-

## Lunch at Hardwick Hall, Sedgefield, 21 March

As mentioned by both Derek and myself, a 'start of season' lunch has been arranged at Hardwick Hall, just outside Sedgefield. This first lunch has always proved popular in the past so I am hoping for many more booking forms to be returned. However, do not leave it too long as the deadline is approaching, after which we may not be able to have the room that has been promised. For those who are worried about the weather, I understand that the Met Office have forecast freezing conditions and heavy snow for the next three months, so no problem there then, the sun will be out and the temperature up in the 20<sup>0</sup> centigrade!

A booking form is enclosed for anyone who has not received one.

## North Yorkshire Moors Railway, 16 May.

Grahame has arranged another visit to the railway but this year a lunch is proposed on the train. I do not have the details as yet so watch this space and further information and a booking form will be included in the next newsletter.

## Visit to Yorkshire Gliding Club, Sutton Bank,

13 June

A cup of coffee and a cake at 'Mousey' Thompson's place in Kilburn, followed by a short drive, not up the 25% White Horse Bank, to the gliding club. Anyone wanting a flight in a glider should contact the club direct, in advance, on 01845 597237. More details later.



## Ripon Races, Saturday 17 July

This is an afternoon meeting and this is really the only one that would be suitable next year. I understand that the facilities there are good and we should all be able to park together so long as we meet somewhere first and go in convoy.

## Ilton Barbeque, Sunday 15 August

Dennis and Lucy have kindly invited us to their home again this year. The format will be the same as the last few years but there are no details at present. I expect we will meet for coffee at some suitable watering hole, then drive to Ilton for the barbeque. Bring your own meat and drink, but everything else, salad, rolls etc will be provided. For those who have not been before, Ilton is just outside Masham,