



ROLLS-ROYCE ENTHUSIASTS' CLUB



*North Eastern
Section*

*March/April
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!

Events for 2010

17 March	7.30pm. Pub meet at The Manor House, West Auckland.
21 March	Lunch, Hardwick Hall, Sedgefield. Martin and Jackie.
9-11 April	Club Conference and AGM.
21 April	7.30pm. Pub meet at The Manor House, West Auckland.
9 May	Frank Dale and Stepsons Open Day.
16 May	Lunch at Lumley Castle. Ray and Margaret.
19 May	Visit to Rolls-Royce Heritage Centre, Derby, Derek.
26 May	7.30pm. Pub meet at The Honest Lawyer. Presentation by Bentley Newcastle (provisional).
31 May	Ripley Castle Rally. Yorkshire Section.
13 June	Visit to Yorkshire Gliding Club. Roger and Janice.
18-20 June	Annual Rally, Rockingham Castle.
27 June	Sutton Park Picnic. Yorkshire Section.
28 June	Committee meeting
4 July	MGOC Classic Vehicle Show, Tynedale Park, Corbridge.
17 July	<u>Saturday</u> . Visit to Ripon Races. Peter and Susan
18 July	Newby Hall Rally, NECPWA. (Provisional)
8 August	North of England Rally, Harewood House
22 August	Ilton barbeque. Lucy and Dennis.
17-19 Sept	Section weekend, Briery Wood Hotel. Paul and Sue.
27 Sept	Committee meeting
12 Dec	AGM 11.30am at The Blackwell Grange Hotel, Darlington.

ADVERTISING RATES

Yearly:	full page	£75.00
	half page	£50.00

Members' private advertisements - maximum space $\frac{1}{4}$ page

Under £200	Free
Over £200	£5.00

Wanted advertisements 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.

Chairman's Challenge

They say that this is the coldest winter in almost 30 years, well I think that must be true because the snow seems to have been with us constantly now since 18 December and even though we are now into March there still seems to be no sign of spring!

Rolls-Royce motors have just announced that its new Chief Executive Officer Mr Turston Muller will join the company and take over from Tom Purvis at the end of March. Hopefully this will be a good move for the marque.



Those of you that keep any eye on the media may have noticed that the late Sir Bobby Robson's beautiful Rolls-Royce Silver Seraph is up for sale. The car previously belonged to Sir Jimmy Saville and is currently up for sale with Paul Cummings in Peterlee. The car is a lovely model with only 24,000 miles on the clock. Talking about cars up for sale I was contacted the other day by a non-member who has a 1972 Silver Shadow for sale for spares or repair for £1,000 or nearest offer; if interested please let me know and I will pass your details to the owner. I have also received details of a Bentley Arnage for sale from a deceased estate. The car has done 26,000 miles with one fastidious owner. Again if interested please let me know.

Some auction news now; Bonhams sale on the 6th March have a 1952 Rolls-Royce Silver Wraith chassis no WOF4 engine no W4F. The car is a 4.5 litre saloon with an estimate of £10-15,000. The graceful body is by Rippon and I think its well worth a look. H & H sale on 13th March also has a very nice 1947 Silver Wraith Saloon chassis no WVA19, engine number W104A. The estimate for this car is £25-30,000.

For those of you that haven't booked yet, we still require a few more bookings for the Rolls-Royce Heritage centre visit on Wednesday 19 May. The cost of this is £20 per head for the coach. The pick-up points will be Washington and Leeming Bar Service Stations - return the booking form for more details.

Finally, you will see that this year we have numerous events organised which hopefully will suit all tastes, so please come along to these and support your club.

Drive Safely.

Derek

Secretary's notes

It's the quiet time of the year and not a lot has happened since the last newsletter. I am pleased to say that the lunch at Hardwick Hall is now fully booked, but unfortunately both the provisionally arranged visits for the lunch on the North Yorkshire Moors Railway and the dinner at Fountains Abbey have had to be cancelled owing to rising costs. There is a change of date for the barbeque at Ilton, which has now been moved back one week to 22 August. Full details will be in a later newsletter.



I have received correspondence from Richard Harrison who was concerned about the omission of the new members details from the Bulletins. I understand that in future, details of new members will be included within the bound pages of the Bulletin but only giving the name, town and country of the member, but also with car details. Hopefully this will suffice as further details can be extracted from the Club website provided you know the member's name and or details, however brief of the car. I managed to track down full details of car and member with only the letters of the number plate. I have also requested that this matter should be discussed at Club Conference.

For those interested in membership details I am told that a full membership list is available from The Hunt House as a pdf on a CD at a cost of £15. I hold details of Section members and am able to provide details to bona fide members on request. If you want more than can be provided over a telephone call or by short e-mail message please send me a stamped addressed envelope, C5 size, and I can post a list to you. The Hunt House provides me with a full Section membership list twice a year, usually in April and October.

Our own website is going from strength to strength with over 230,000 hits since it went live at the beginning of last year. For those who have yet to try it there is a great deal of information there, together with photographs. This includes back numbers of the newsletters, details of coming events and in most cases downloadable booking forms.

In the last newsletter I reproduced a letter sent me some time ago by Roy Booth and asked if anyone could throw any light on the Bedford engined PIII he mentioned. I fully expected a reply from Cyprus and here is what Selina had to say!

Hello Martin

I noticed in the Jan/Feb newsletter reference to my notes re the auction of T Howe and Sons business in 1971. The PIII which was sold at that auction did indeed have a Bedford engine but was not the car 3 AX 187 Barker limousine, Reg. no EBB 629 referred to by Roy Booth. In the Howe auction the car sold was 3 BT 41 Hooper limousine, Reg. No EGH 514. I would guess that EBB 629 being a Newcastle registration number and fitted with a Bedford engine had also belonged to Howe's but had been sold prior to the auction. The last record I have of this car is that it was sold by The Real Car Co a few years ago fitted with a Rolls-Royce B 80 engine. I hope that this of interest and fills some gaps.

Best regards

Selina

Still on the subject of cars, Richard Harrison sent me the photograph of his Silver Dawn which is in the process of restoration. Richard says that it is 'coming along nicely'!



You will note from the Dates for your Diary page that the AGM has been fixed this year for Sunday 12 December, again at the Blackwell Grange Hotel. This year, however, we felt that we could start a little later, as last year there was quite a long time between the meeting and the lunch. Consequently timings this year will be:- arrive at 11.00am to start the meeting at 11.30am with lunch at 1.00pm. Otherwise the format will be the same as in previous years.

The pub meets continue at The Manor House, West Auckland as

renovations at The Honest Lawyer, Croxdale are still not completed. It is hoped that we will be able to return there in May when it is also hoped that there will be a presentation by Bentley Newcastle.

On the subject of Bentleys, I read in the paper, the other day, that the 'vintage' Bentley which had been a gift to Her Majesty, failed to proceed when she was on an official visit to the City of London, despite the driver repeatedly turning the ignition key. Now something seems wrong here. A vintage car is one registered before 1932 and repeatedly turning the key certainly would not start it!

Just before Jackie and I left for a few days away last month, I received a telephone call from a gentleman whose father, now deceased, had made two models of Silver Ghosts. This gentleman wanted to dispose of them and was asking for some idea as to likely value. To cut a long story short, Ray Andrews went to see them and was mightily impressed. So much so that he contacted The Hunt House with a view to the Club buying them and the information was passed on to Philip Hall of SHRMF. It turns out that they are included in an auction to be held on 23 March by Thomas Watson of Darlington, www.thomaswatson.com, tel: 01325 462559. I will send more photos for John Harrison to put up on our website for those who might be interested.

Martin



Where we are going:-

Lunch at Hardwick Hall, Sedgfield, 21 March

I am pleased to say that this is now fully booked and, at the time of writing, there should be forty members, wives and friends attending. I am told that there is a pleasant walk around the lake so if the weather is favourable one could arrive a little earlier and work up an appetite. Alternatively you might prefer to walk off the lunch in the afternoon. Nothing is organised so walk or not as the mood and weather takes you.

Martin

Lunch at Lumley Castle, Co Durham

16 May.

Owing to the decision to cancel the visit and lunch on the North Yorkshire Moors Railway there was a vacancy for an event on this day. Ray and Margaret Andrews have gallantly stepped into the breach and have arranged a lunch at Lumley Castle. A booking form is enclosed.

Visit to Yorkshire Gliding Club, Sutton Bank

13 June

Meet at the Mouseman visitor centre at 10.30am for coffee, cakes etc. (Not included in the price quoted). Those who wish can look around the visitor centre. Secure parking in the staff car park on the opposite side of the road would indicate where to go for the visit. After coffee we will

WANTED

ROLLS-ROYCE SILVER SHADOW II
ONLY AN ORIGINAL CAR IN PRISTINE
CONDITION WILL BE SUITABLE
LOW MILEAGE IF POSSIBLE.

MONEY AVAILABLE FOR CORRECT VEHICLE.
RREC MEMBER

CONTACT:-

DAVID:- 01670 504153
07783 604583

proceed left out of the car park heading south. At the T junction turn left into Coxwold. We will pass Shandy Hall (below) on the left hand side and the gardens will be open. If you would like to visit the house then it will be necessary to return after lunch as it does not open until 2.30pm. More details are set out below. At the cross-roads at the centre of Coxwold, turn left, drive past Byland Abbey to Wass. At the cross-roads, again

in the centre of the village, follow the road straight on up Wass Bank turning left at the top to the A170. Turn left again towards Thirsk and follow the



main road for about three miles and turn left for the Gliding Club. This is the first left turn after joining the A170. The Club is on the right hand side. In the immortal words of the person giving directions “you can’t miss it!” On the other hand if you find yourself going down a very narrow and steep hill, you have missed it and will need to turn round at the car park half way down.

A buffet lunch will be provided at a cost of £12 per person, following which we will be free to watch the gliders - weather permitting - sit and relax or go for a walk, easy or strenuous depending how fit you feel and how much you have eaten.

If you would like to have a flight in a glider, whether it is your first time or whether you hold a full pilot’s license, the person to contact is Colin Hutchinson (01609 777591) who is in contact with the Club. Flying is, of course, totally dependant on the weather and the decision on whether to fly or not rests entirely with the Club officials. Colin has agreed a cost of £65 per person for a 20 minute flight starting at 4.30pm, to include supper, provided there are a minimum of six people. This is not part of the day arranged by Janice and Roger, so please contact Colin if you are interested.

For those interested in visiting Shandy Hall, at Coxwold after lunch, this is what their website (www.shandean.org) has to say: “At Shandy Hall

in the 1760's, the witty and the eccentric local parson, Laurence Sterne, sprang to fame with two novels of genius, *Tristram Shandy* and *A Sentimental Journey*, books that 'jump out of the 18th century into the 20th.'

Shandy Hall, architecturally as eccentric as its former occupant, is still a lived-in house, more that 500 years old, full of books, pictures and memorabilia that tell his story.

House open 1 May to 30 September, every Wednesday (2.00 to 4.30) and Sunday (2.30 to 4.30). Admission £4.50. Gardens open 1 May to 30 September every day except Saturday (11.00 to 4.30). Admission £2.50."

Classic Vehicle Show, Tynedale Park, Corbridge

Sunday 4 July

We have, again, been invited to join the MGOC at their show at Tynedale Park. As it is organised by the MG Owners Club there are, of course, plenty of MGs. But for those who have not been before it is also a large and well attended event featuring vehicles from all ages and manufacturers. (Last year Dennis was all over a fire engine, giving Lucy considerable cause for concern regarding the drive home!) The site is just south of Corbridge and is easily accessed from all directions. A booking form will be included in the next newsletter or will be found on our website.

Ripon Races, Saturday 17 July

We will be meeting for coffee in the Thirsk area at 10.45. This will be at your own expense. We aim to leave



Thirsk at 11.30 and we will drive in convoy to Ripon where we need to arrive at Noon. The first race is scheduled for 2.30pm so there will be

plenty of time to picnic and to join Susan and me for a drink and nibbles! We will all be able to park together in the course enclosure but for those keen horse lovers who wish to see the animals close at hand, there is an option to transfer to The Paddock at an additional cost of £9 per person. Susan and I look forward to seeing you all at this event and we would particularly like to welcome any new members to our very friendly section.

Peter Tong

North of England Rally - 8 August

You will all shortly receive booking forms in your Bulletins for this important event. Last year there was a change in the way cars were parked, which caused some comments, both favourable and otherwise. As many of you know Richard Harrison is on the organising committee for the rally and last August I received the following e-mail from him:

Hi Martin,

Assuming that someone else will be producing a report on Harewood 2009 including photos, I would like to try to explain the thinking behind the new layout of cars.

There were several reasons for the change :

1) A small number of volunteers work hard and long on the Saturday, laying out the area and erecting ropes, attaching numbers etc. The wind last year caused the numbers to either blow away or to blow along the ropes, so that they had to be repositioned on the Sunday. The intention was to reduce the load on these volunteers.

2) It has always been difficult to get those cars selected for the parade out of the lines, due to the number of still-lunching members who had to be moved.

3) It would be possible to manage with only 5 max. marshals on the Sunday at any one time.

4) Friends arriving as a group in several cars of different ages would be able to park and picnic together.

It was therefore decided by Ian and Trevor Stokes (who will take over from next year) to have a numbered front row for cars selected for the parade and for the other 6 rows to be filled "in order of arrival" as an experiment. There were, however, many who disliked the layout and I have passed these comment back to Trevor and suggested that the following might be considered :

a) Retain the numbered front row for cars selected for the parade.

b) Have maybe a row of pre-war cars, 2 rows of post-war 6 cylinder

cars and fill the other rows with V-8 cars. This would be a compromise since the cars would still be parked on order of arrival, but would still achieve the original objectives.

What do others think?

Richard

If you have any comments, please refer them to Richard direct though I would be happy to forward any e-mails.

Section weekend

Briery Wood Hotel, 17th, 18th & 19th September 2010



Our annual weekend will be at Briery Wood Hotel, which is between Windermere and Ambleside. www.brierywood.co.uk

We have reserved the full hotel until mid June (24 rooms). There is no single room supplement.

The cost for dinner, bed and breakfast for 2 nights will not exceed £190 per person and I hope that it will be closer to £180. In addition there is a special offer of £50 per person for a third night, dinner, bed and breakfast.

The cost includes visits to the Bond Museum and The Pencil Museum with a light snack on Sunday plus another trip. These are not yet set in stone.

A £50 deposit is required.

We can arrange a later meal on Friday evening to allow travelling time for those who are at work.

Paul

Rolls-Royce Ghost

The following are snippets of an article taken from the Daily Telegraph website as I thought it might be of interest and some of you may not have seen it. I have cut some out to reduce the length, but hope that the overall gist of the article remains unaltered.

“At the finish of the drive I stayed at the wheel of the Ghost for 10



minutes. It's hard to tear yourself away from this car. The fascia is such a beautifully judged piece of art deco design that you half expect to find a gorgeous woman swathed in a Mariano Fortuny gown, cocktail glass in hand, in the back seat.

Rolls-Royce calls the switches and instruments "the jewellery" and on the new Ghost they are exquisite. Textures of polished chromium, piano black, cool aluminium, crystal and faux Bakelite rotary switches are so lovely to touch you feel quite pervy running your fingers over them.

There's also reverence and wit. The quadrants for the heater controls are allusions to Seventies dashboards and the heater's blower is controlled by rotary dials with descriptions rather than numbers; Off, Soft, Medium, High and Max. Soft? What manner of breeze is that? Even the matt-black lighting panel recalls the Lucas CAV charging panels on many pre-Second World War cars."

"Press the satin chrome starter and the 6.6-litre, twin-turbo BMW V12 spins into life almost silently, idling without discernible vibration. In most circumstances the engine emits no more than a hollow moan. Half throttle gives a fast take-off and you can feel that the Ghost wants to squat under power and pitch under braking, but it is very well controlled. More throttle than that and you start to feel the engine's torque trying to twist the frame. The almost silent driveline speaks of hi-tech German engineering with a harsh beat through the exhausts. It is fast, however, and capable of overtaking on unfeasibly short straights."

“Top speed is limited to 155mph, with 0-60mph covered in 4.7sec, an EU Combined/Urban fuel consumption of 20.8/13.8mpg and CO2 emissions of 317g/km.”

“At 17ft 8.5in long and 6ft 4.7in wide, the Ghost is difficult to manoeuvre into tight spaces, although the big mirrors aid confidence when reversing and there are clever proximity sensors on the corners to help prevent parking dings.

So it's an accomplished car and indecently fast. Is it a Rolls-Royce or a rebodied BMW? More the former. BMW has taken its responsibilities seriously and though it's been guilty of crass insensitivity at times, it has also put blood and treasure into cars that more than live up to the Rolls-Royce name.

And history should treat the Ghost more generously than that other "driver's Rolls", the 20/50 (*sic*) of 1929. That 3.7-litre, six-cylinder car sat below the mighty Phantom and was aimed at drivers, but owners stuck heavy bodies on top and the 20/50's weedy engine wasn't able to pull the skin off custard. Perhaps that's why BMW has made the Ghost so fast. It just wants people to think well of Rolls-Royce – and to sell a few cars.”

THE FACTS

Tested Rolls-Royce Ghost with 6,592cc V12, twin-turbocharged petrol engine and eight-speed automatic transmission. Rear-wheel drive

Price/availability £192,500 On sale now with four-month waiting list

Power/torque 563bhp @ 5,250rpm and 575lb ft @ 1,500rpm

Top speed Limited to 155mph

Acceleration 0-60mph in 4.7sec

Fuel economy 13.8mpg (Urban)

CO2 emissions 317g/km

VED band M/£950 first yr, £435 after

Verdict Fast, fabulous, but more compromised than the Rolls-Royce Phantom

Telegraph rating Four out of five.”

WANTED

ROLLS-ROYCE AND BENTLEY MOTOR CARS

FROM 1946 ~ 1966

Any condition

Ring

0161 652 4544 / 07768 014090