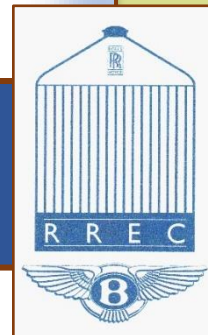
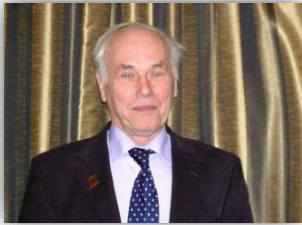


North Eastern Section Newsletter

January 2026



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



Rogers Ramberlings

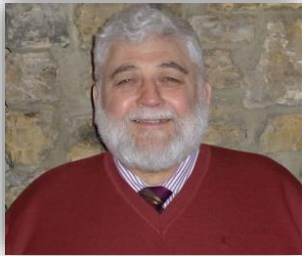
'The way we were'

Leeds university motoring club Autumn treasure hunt (1960) Somewhere in the Dales. Lads in the front, girls in the back.

To the right, Mike Clark's 20HP GRK25

1924 Park Ward, 3 speed centre change and only rear wheel brakes.

Roger Hall



Contact Point Comments

The Section Christmas Event was held on 10th December at the Old Mill Inn who again provided excellent fare for the 19 members and guests who attended. There are pictures and more words elsewhere in this Newsletter. We have shared the room with other parties in years past but were alone this year perhaps reflecting the pressures on the hospitality sector and their customers in the current economic climate.

Our next event is the Annual General Meeting of the Section which is being held this year at Headlam Hall near Darlington on Sunday, 25th January 2026 and a Booking Form

is attached to this Newsletter for your attention.

The Newsletter has undergone a change of Editor with John Harrison picking that role up and the intention is to increase the number of issues from 4 to 6 per year with the objective of improving communications with Section Members. My thanks and those of the Committee go to Peter Charlton for his work as the former Editor whose technical bits lifted the Newsletter from just reporting social activities.

Christmas is fast approaching so my final comment for the year is best wishes to all our Section Members for a Merry Christmas and a Happy New Year from me and the rest of your Committee, particularly to those who are not as well as they would like to be.

Rod Macleod,

Section Secretary,

December 2025

Nominations for NE Section Committee Membership

Any section member who would like to join the committee please complete the nomination form you received from the section Secretary (via email) and return it, no later than 10th January 2026.

Welcome to new section members

The North Eastern Section covers an area bounded by the Scottish Borders including Cumbria to the west, Northumbria to the east and County Durham to the south of the region. You will be made most welcome at our local gatherings whether it be a social evening or a North Eastern Section car rally event.

We are a friendly group of people so please make yourself known to us to be assured a warm welcome.

Mr John Noble from Penrith in Cumbria.

Front Cover

Top left: Members enjoying the Christmas Party at the Old Mill Metal Bridge in Co. Durham.

Bottom Right: Nick Clark and John Harrison presenting a cheque for £500 to The Great North Air Ambulance Service at their Teesside base with moneys raised from the NE Sections Autumn Break at Headlam Hall Hotel.

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

Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham.
Wednesday 21st January

North Eastern Section AGM at Headlam Hall Hotel and Spa near Darlington.
Sunday 25th January

Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham.
Wednesday 18th February

Lunch at The Blacksmiths Arms in Swainby, North Yorkshire.
Saturday 28th March

BBQ at RS Hall Engineering followed by a visit to Twisted Automotive in Thirsk, North Yorkshire.
Saturday 18th April

The Yorkshire Charity Clay Day at Duncombe Park near Helmsley in North Yorkshire.
Sunday 10th May

Visit to Kiplin Hall and Gardens in Scorton, North Yorkshire, with the Yorkshire Section.
Sunday 7th June

Stokesley 'Classics on Show' Classic Car Show on Stokesley Showground in North Yorkshire.
Saturday 20th June

Annual Rally & Concours d'Elegance at Kelmarsh Hall, Kelmarsh, in Northamptonshire.
Friday 26th- Sunday 28th June

N.E.C.P.W.A. Newby Hall Classic Car Rally & Autojumble near Ripon in North Yorkshire.
Sunday 19th July

Ripon Old Cars Classic Car show at Ripon Racecourse in North Yorkshire (TBC).
Sunday 26th July

North of England Rally at Harewood House near Leeds in Yorkshire.
Saturday 1st – Sunday 2nd August

Section Christmas Party at The Old Mill, Metal Bridge, Coxhoe Co Durham
Wednesday 9th December

AGM at Headlam Hall and Spa Hotel near Darlington Co. Durham

Sunday 25th January 2026

The North Eastern Sections AGM will be held at Headlam Hall and Spa Hotel near Darlington DL2 3HA. The hotel is located approximately 5 miles to the west of Darlington. The hotel is a historic 17th century country house blending stunning original Jacobean and Georgian period features, with a contemporary country-style decor. A notable historic feature is the original oak fireplace with the Birkbeck coat of arms, installed as a gift to the original owner's wife. The hotel is situated within a stunning walled garden and boasts a golf course, and is also a working farm.



Lunch at the Blacksmiths Arms in Swainby North Yorkshire

Saturday 28th March 2026

This year's first section lunch venue will be hosted at The Blacksmiths Arms in the village of Swainby in North Yorkshire, DL6 3EW. The pub is a family-owned independent free house that provides a great service and value for money. The present owners took over the pub in 1994, and have performed extensive renovations that includes the addition of the 'Barn Restaurant' in 2009, where we will be seated for our meal.

Past Events

Christmas Party at The Old Mill near Coxhoe in Co. Durham

Wednesday 10th December 2025



Once again, the North Eastern Sections Christmas party was held at The Old Mill near Coxhoe in Co Durham. We have been frequenting the Old Mill for quite a number of years and the staff never disappoint. It was lovely to see Stuart and Lynda Harrison who travelled from Grange-Over-Sands in Westmorland to attend the event. Other members attending who are

local to the area were David and Elizabeth Younger, Frances Dodd and friends and two 50-year Life Members, Mrs Margaret Blacklock and our section Chairman Mr Roger Hall. Two notable absentees were Nick and Anita Clark who were on a cruise to celebrate Nicks 70th birthday, what an excuse! Nick, on behalf of the section I would like to wish you a Happy Birthday and many happy returns for years to come.



Our meal consisted of the usual Christmas Fayre with Turkey or Chicken appearing to

be among the most favourite dishes of the evening and of course there was plenty of Christmas pudding or Eton mess to finish off with. There were lots of vegetables and lashings of gravy to hand and judging by members faces during the evening, they were certainly enjoying their meals. In fact by the end of proceedings, there were a few members who looked like they were suffering from T.T.T, (Tummy-Touches-Table) syndrome.

Some members had made arrangements to stay over-night at The Old Mill, so as the majority headed home, the residents headed to the bar and the merriment continued into the early hours. Thanks go to Rod once again for organising yet another excellent Christmas Party for our section members.

The North Eastern Section committee hope you all had a very Merry Christmas and we would like to wish you and your family a very Happy and Prosperous New Year.

Visit to the Classic Motor Show at the NEC on 7th November 2025

by Paul Tunnicliffe

Introduction

It was time for my annual pilgrimage to the NEC Classic Motor Show—my version of a spiritual retreat, except with more chrome and fewer monks. I've been going for years now, and honestly, it's a big highlight of my calendar. Forget birthdays—this is where the magic happens. I'm lucky enough to attend as part of my work in Automotive Education. Translation: I get to call drooling over vintage Rolls-Royces and Bentleys "professional development." Usually, I travel the day before so I can arrive first thing fresh and ready to pretend I'm not just here for the free brochures.

The RREC Stand Saga

Last year, I'd just joined the RREC so hotfooted it over to the stand. I imagined a glamorous stand with a range of pre- and post-war cars. Reality? Three Silver Shadows squeezed into a space smaller than my garage. Still, they were gorgeous—like royalty in a broom cupboard. This year? No RREC stand at all. It felt like turning up at a swanky restaurant and finding out the dessert was missing. But hey, maybe understandable given the club's going through some changes. Fingers crossed they're back in 2026 because nothing says "classic car show" like a Rolls-Royce or Bentley.

My Top Three Cars

Despite the lack of a RREC stand and no free coffee, I had a fantastic day. After five hours of walking, my feet were filing for divorce. But I did manage to pick my three favourite cars—though choosing was harder than picking your favourite child.



Paul Tunnicliffe



A beautiful Rolls-Royce Silver Dawn, Chassis No: 6H59740. I've developed a soft spot for SZ series - probably because of my personal Wildberry love affair.



A 1929 Bentley 4½ litre Saloon Chassis No: AB3351. This car had four valves per cylinder, two spark plugs per cylinder, and one overhead camshaft. Lovely.

A Bugatti Type 44 with a faux cabriolet ultra-light fabric body by Labourdette. Jean Henri-Labourdette used new techniques and avant-garde designs, leading to Labourdette becoming one of the most prestigious French coachbuilders of the time. This car sat in a lockup for 50 years, which is longer than some marriages.



The Mascot That Got Away

Finally, I spotted a mascot at the autojumble that I desperately wanted to take home. Sadly, it wouldn't fit in my backpack and my bank manager said NO.

Apparently, "it would go well with my trophy from the Northern Rally on display in the living room" isn't a valid financial argument.



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Technical advice: Alan Fearon is available to offer advice. Tel: 0191 276 558

The North Eastern Section make a donation to the Great North Air Ambulance Service (GNAAS).

By John Harrison



Nick Clark and John Harrison presenting the cheque.

During the recent North Eastern section's autumn break at Headlam Hall, celebrating the 200th Anniversary of the Stockton to Darlington Railway, a raffle was held on the evening of the gala dinner to raise funds for the Great North Air Ambulance Service.

Within the four months from June to September 2025, the charity's critical care teams who are based in Eaglescliffe in the North East, and Penrith in Cumbria, responded to 578 incidents throughout the North of England.



Helimed 63 preparing to take-off

This summer has been one of GNAAS busiest periods with the good weather encouraging more people to take part in outdoor activities such as playing sports, countryside walks, hiking and much more. Most people travel by either motorcycle or car for their day trips, holidays or just to visit family and friends. Unfortunately, the most common type of incidents GNAAS respond to are road traffic collisions, cardiac arrests, followed by medical incidents. To remain operational GNAAS currently need to raise £9.3m a year, so public donations are vital to help fund their life saving missions.

Nick & Anita Clark plus myself visited Progress House on Urray Nook Road, Eaglescliffe where GNAAS air base is situated in Teesside. Nick and I presented them with a cheque for £500. In response, their representative thanked us for our support, *"The running of our bases and helicopters relies solely on the generosity of the public, so on behalf of GNAAS, I would like to thank you very much for your donation, it is greatly appreciated"*.

We were then invited to tour the base, but unexpectedly the air ambulance was called out giving us the opportunity to see the helicopter take-off. On a personal note, this is nothing new to me. It took me back to the 1980/90's it reminded me of my 22-year career working in the North Sea Offshore Oil & Gas Industry as an Instrument Commissioning Engineer. That smell of Jet 1A exhaust fumes being emitted from the engines of a *paraffin budgie* that had just landed on the installation to take me home. It was ecstasy, especially as I alighted from the aircraft after safely landing in Aberdeen. Happy Days! Our visit concluded with a cup of coffee and a fairy cake in the onsite cafe, which is open to the public helping raising funds for the charity.

Nick and Anita Clark, the organisers of the NE sections Autumn Break, would like to thank all participants for making it a memorable event and supporting the Great North Air Ambulance Service Charity.



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



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



With the help from other NE section members,

Paul has produced videos about pre-war cars that include the removal of wheels on a vintage Rolls-Royce with special nut tool and exploring the features of a 1939 Derby Bentley Mark V he came across at his first Rolls-Royce Enthusiasts' Club event. To access Paul's videos click here, [Life on Cars - YouTube](https://www.youtube.com/channel/UCvXqj8qj8qj8qj8qj8qj8qj8)

ADAS: Do We Really Need It In Modern Cars?

by Paul Tunnicliffe

Advanced Driver Assist Systems (ADAS) are a suite of technologies designed to enhance vehicle safety and driving convenience. Many of these features have become standard in today's cars—whether we asked for them or not. But how did we get here—and do we really need a car that's smarter than us?

A Brief History of ADAS

The journey began in the 1940s with cruise control—a feature that let drivers rest their right foot and daydream about flying cars. In 1978, Mercedes-Benz launched the S-Class W116, the first production car equipped with Anti-lock Braking System (ABS). It was a revelation: brakes that didn't lock up when you panicked. Genius.

As electronics improved, traction control followed, and ABS became as common as cup holders. By the early 2000s, computing and artificial intelligence took the wheel—figuratively, for now. Cars started sprouting sensors like they were auditioning for a sci-fi film: cameras, radar, lidar, ultrasonics... all to help your car see better than you do on a foggy Monday morning.

Today, even budget hatchbacks come with ADAS features. Automatic wipers and headlights are now so standard, they might as well come with a warning in the manual about who's really in control.

Where We Are in 2025

Modern vehicles increasingly rely on algorithms to identify objects, anticipate hazards, and occasionally scare you with unexpected beeps. Adaptive cruise control, lane keeping assistance, parking aids, and emergency braking are now available even in mid-range models—because nothing says “progress” like your car yelling at you for drifting 10mm off-line.

In the UK, most new cars feature Level 1 autonomy—“hands on” systems that assist with throttle, braking, and steering, but still expect you to stay awake. Adaptive cruise control is a prime example: it maintains speed and distance, then occasionally slams the brakes when a pigeon looks at you funnily.

Level 2 autonomy—“hands off”—is technically available (Tesla's Autopilot, for instance), but UK regulations still prefer you to be alert and gripping the wheel like it owes you money.

Personal Experience with ADAS

I drive a Toyota CHR equipped with Level 1 ADAS. As someone who travels frequently for work, I've found adaptive cruise control particularly helpful on long motorway journeys. It reduces fatigue and makes driving more manageable—though it hasn't yet mastered the art of dodging potholes with grace.

For commercial drivers, especially those operating HGVs, ADAS can significantly enhance road safety. But let's not pretend it's perfect. Roadworks and surface repairs can confuse radar systems, causing the vehicle to misinterpret lane markings—like a toddler trying to colour inside the lines.

One feature I find especially frustrating is the mandatory speed limit warning on EU-spec vehicles. It can be turned off, yes—but it resets every time the car is restarted. It's like a clingy ex: always coming back, no matter how many times you say goodbye.

Challenges and Costs

Most ADAS components are located at the front of the vehicle—within the windscreen, bumper, and grille. This makes them vulnerable in collisions, and repairs can be costly. In some cases, damage to these systems can result in the car being written off. One bump and your car goes from “smart” to “scrap.”

Additionally, ADAS systems require recalibration whenever key components like the windscreen or bumper are replaced. This process demands specialised equipment and trained technicians—none of whom accept payment in biscuits, sadly.

Looking Ahead

It's clear that driverless vehicles are on the horizon. ADAS is paving the way for full autonomy, but it's important to recognise both its benefits and limitations. We're not quite at the stage where your car can go off and pick up your shopping, but we're getting close.

As for me, I still appreciate the simplicity of my Rolls Royce Silver Spirit III—no sensors, no warnings, just classic motoring. It's like driving a gentleman's club on wheels.



Radar Sensor



Adaptive Cruise Control with Speed and Distance



One of the two side cameras used for exit assistance



Front facing Camera, Light Sensor and Rain Sensor

The Enduring Pursuit of Perfection at Rolls-Royce.

By John Harrison

From the early 20th century to the electric era, the name Rolls-Royce has been synonymous with automotive excellence, unparalleled luxury, and handcrafted bespoke manufacturing. Born from an unlikely partnership, the brand has continually upheld its founding ethos of "strive for perfection in everything you do" to create a legacy that few others in the world of luxury can match.

A foundation built on engineering and ambition:

The story of Rolls-Royce Motor Cars began with a handshake in 1904 between two very different men: Charles Rolls, an aristocrat and shrewd businessman, and Henry Royce, a brilliant and meticulous engineer. Royce's focus on mechanical perfection was the driving force behind the company's first vehicles, while Rolls provided the business acumen and financial backing needed to bring their shared vision to life. In 1907, their flagship model, the six-cylinder Silver Ghost, earned the reputation as "the best car in the world" after proving its remarkable reliability and quiet operation over a gruelling 14,371-mile non-stop run. This established a benchmark for luxury that the company has pursued ever since.



The modern era under BMW:

After a complex corporate history that included nationalisation in 1971 and a period of ownership by Vickers and Volkswagen, Rolls-Royce Motor Cars as we know it today was established as a wholly-owned subsidiary of BMW in 2003. Based at a new state-of-the-art facility on the Goodwood Estate in West Sussex, England, the company entered *its modern era with the debut of the seventh-generation Phantom. While BMW's backing provides advanced* technology and an innovative chassis architecture, Rolls-Royce has maintained its tradition of bespoke, handcrafted production. The result is a fusion of modern engineering and timeless craftsmanship.

Defining luxury through craftsmanship and bespoke design:

What truly separates Rolls-Royce from other luxury car makers is its obsessive attention to detail and extensive Bespoke program, which offers clients near-infinite ways to personalise their motor car.

Handcrafted perfection:

Unlike mass-produced vehicles, each Rolls-Royce is largely hand-built by skilled artisans over many months. This includes the hand-stitched leather upholstery, meticulously matched wood veneers, and the hand-painted coachline stripe on the vehicle's side, a task performed by a single master craftsman.

The magic carpet ride:

Engineering is focused on creating an experience of effortless motoring. A hallmark of the brand is its signature "magic carpet ride," achieved through an advanced, self-levelling air suspension system and powerful, whisper-quiet V12 engines.

Unique features:

Thoughtful, distinctive elements add to the opulence. The Spirit of Ecstasy bonnet ornament can retract into the grille for protection. A Teflon-coated umbrella is stored in each front door sill, complete with a drainage system. Weighted wheel hubs ensure the iconic "RR" logo remains upright even when the wheels are in motion.

Unrivalled personalisation:

The Bespoke program allows for almost any client request, from having a unique paint colour matched to a personal item, to commissioning a Starlight Headliner with thousands of hand-placed fibre-optic lights to replicate a specific constellation. The ultimate expression of this service is the invitation-only Coach build program, which results in a truly one-of-a-kind vehicle for a select patron.

A glimpse at the modern-day line-up:

Today's Rolls-Royce portfolio showcases a range of vehicles, each a testament to the brand's principles.

Phantom:

The flagship sedan is the epitome of opulence, with an imposing road presence stately design. The ride in a Phantom is the definition of automotive luxury, often described as a magic carpet ride. It is characterized by an almost total sense of splendid isolation and serenity, making occupants feel as though they are gliding or "wafting" over the road rather than driving.



Ghost:

Positioned as a slightly smaller, more driver-focused alternative to the Phantom, the Ghost offers a modern and minimalist interpretation of Rolls-Royce luxury. The cabin is a haven of tranquility, thanks to an extensive use of sound-deadening material (over 100kg), double-glazed windows, and acoustically tuned components designed to harmonize and cancel out unwanted frequencies. External noise, from the road or the engine, is minimized to a near-silent level, allowing for music from the Bespoke Audio system to be heard with remarkable clarity.



Cullinan:

The brand's first-ever SUV, the Cullinan, combines Rolls-Royce luxury with enhanced capability and a higher driving position. The primary sensation is one of "wafting" along the road with weighted oily smoothness. The car feels unhurried yet it gathers speed with immense force when needed, thanks to its powerful twin-turbo V12 engine.



Spectre:

Marking a historic step toward an all-electric future, the Spectre is Rolls-Royce's first battery-electric vehicle. With instant torque and a silent powertrain, it offers a seamless and powerful driving experience that feels inherently suited to the marque's ethos. Ultimately, the ride in a Spectre makes the driver and passengers feel insulated and special providing a genuinely effortless and serene way to travel.



Conclusion:

Rolls-Royce Motor Cars continues to occupy the pinnacle of the luxury automotive market, not merely for its price or prestige, but for its steadfast dedication to creating automotive works of art. In 2024, Rolls-Royce delivered a total of 5712 vehicles worldwide. The best-selling models were the Cullinan, Spectre and the Ghost with the Phantom, being the marques flagship continues to hold its status as the ultimate and most luxurious Rolls-Royce. By blending its heritage of impeccable craftsmanship and with forward-looking technology, Rolls-Royce is set to continue its legendary pursuit of perfection well into the future.

Newsletter articles from times gone by.

VISIT TO BRIGHTON AIRFIELD IN THE EAST RIDING OF YORKSHIRE IN SEPTEMBER 2002



On a bright but cool day 24 members of the Northern, Yorkshire and North Eastern sections of the club met at former RAF Brighton Airfield, near Selby south of York on Sunday 10th September 2002.



Part of the airfield is currently used by the Real Aeroplane Company to house and maintain private and historic aircraft and is also home to the Brighton Flying Club which uses a separate grass runway located within the original airfield grounds. This is where we watched and listen to a variety of old aeroplanes that were put through their paces. I say listen because the sound of the engines was often more evocative than the sight of the aircraft. At least five of our members were ex-RAF and one actually did his flight training on one of the aircraft flying today.



The picture to the left shows what is in effect a Messerschmitt 109, which was built by Hispano as a trainer after the war. Ironically it has a Rolls-Royce Merlin engine fitted.

DIBBLE BRIDGE PICNIC IN CASTLETON ON THE NORTH YORKSHIRE MOORS IN JULY 2003



Dibble Bridge shimmered and the Jazz Group melted in the heat on Sunday 27 July for the Garden Party. Approximately 70 people attended in "proper" and not so "proper" cars. However it mattered not a jot as to how they got there, it meant that travel instructions had been good and so was the weather. The



Northern, Yorkshire and North Eastern Sections together with friends and families merged into one for an excellent social occasion. Food was great and members again excelled themselves in the choices of deserts on show. The drinks fizzed and popped and the patio shook as dancers gyrated, waltzed, stamped and glided around it. For those of us who stayed the

night locally all got together and took on the local pub at their Quiz Night. We "almost" won! Thank you to Richard and Anne for another "good do". Next year, if we want to do this or even a BBQ for approximately 50 people, we shall have to look for another venue as there is to be a Wedding in Dibble Bridge's Garden when daughter Emma marries her Dan in July. Anyone who has a LARGE garden with a field next to it for car parking available in June or July should contact a committee member.



Members Cars For Sale:

1926 Rolls-Royce 20HP Saloon by Park Ward

1926 Roll-Royce 20HP Saloon by Park Ward. Restored by the renowned David A.C. Royle in the mid 1980's keeping a lot of the original features, and still in superb condition throughout. Smart blue over black with tan leather interior. Fresh engine rebuild and new radiator in 2007/8, recent tyres and overdrive fitted. Drives exceptionally well £49,950 ono.

Tel: Nick Clark on 07766 958801 or email nickclarkrr@outlook.com



1934 Rolls-Royce 20/25 Hooper 2 door Coupe'.

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

Tel: Allan Fishburn on 01642 551835 or email allanfishburn@hotmail.com



Members Spares For Sale:

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

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

Derby Bentley 3½ litre dynamo, fully reconditioned £695.00

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

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.

20/25 Ace Wheel discs for sale. £30.

Silver Shadow tool box, £150.

Pre-war Rolls-Royce ammeter gauge. £275.

Contact Peter Charlton Tel: 07906 163427 or email: petercharlton1@yahoo.com

Members Spares Wanted:

A good 20/25 Cylinder Head and Block. Tel: 07906 068622

The two Silver Cloud combination spanners. Tel: 07906 068622

20HP Radiator, must be in good condition. Tel: 07906 068622

Any Rolls-Royce or Bentley Bakelite electrical fittings and junction boxes. Tel: 07906 068622

20/25 Temperature gauge complete with bulb. Tel: 07906 068622

20HP Starter solenoid. Tel: 07906 068622

Bakelite mushroom coil and ballast resistor holder. Tel: 07906 163427

Wanted: Any Rolls-Royce or Bentley project car needing recommissioning up to and including SZ models Turbo R, Brooklands, Spirit etc anything considered. Tel. Paul on 07939285264

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 a brief history of the North Eastern Section of the RREC

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

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

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

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

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

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

Ongoing Activities:

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

To view a list of upcoming 2026 events and social meetings, visit the North Eastern Sections section website rrec-northeast.org.uk/events.

DISCLAIMER

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