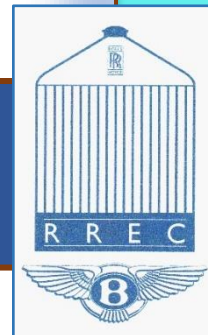
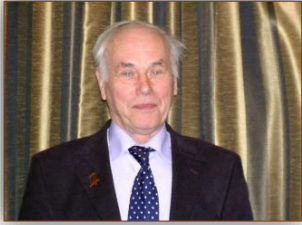


North Eastern Section Newsletter

September 2026

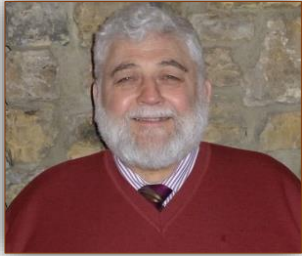


The North Eastern Section is an Affiliate of RREC Limited
trading as the Rolls-Royce Enthusiasts' Club



Rogers Ramblings

Unfortunately due to administration problems I was unable to receive the Chairmans Ramblings for this edition of the Newsletter.
Ed.



Contact Point Comments

The weathermen tell us that in meteorological terms the end of August is the end of summer and also brings with it the last bank holiday before Christmas. This means that the season for car club events is beginning to wind down and cars are cocooned from the inclement weather of winter months.

My involvement this year has been limited for a variety of reasons, but I was able to attend the RREC Conference held in March at the British Motor Museum at Gaydon where Directors were very clear about significant issues facing the Club. A break

clause in the lease with the Foundation to occupy Hunt House will come into play next year with both organisations then going their separate ways and bringing to an end the frictions of recent years and there might then be a revival of the ambition to establish a purpose-built Exhibition Centre for the Club.

This Newsletter contains the first draft of the Events Programme for 2027. Support for efforts made by event Organisers would be welcomed not least because the number of active members of the Section is in decline.

I would also welcome suggestions to do different things particularly if that came with a proposition to organise the new thing on a low or no cost basis. Hope springs eternal in the human breast!

Rod MacLeod. Secretary, August 2026

Howard Armstrong

It is with great sadness that we announce the passing of Howard Armstrong, father of Graham Armstrong, at the age of ninety-nine following a short illness.

While Howard had let his club membership lapse in recent years, he remained a familiar and deeply valued face within our community. As many of you know, Graham rarely attended a car show without his father by his side. Howard was last seen with us at the Stokesley Classic Car Show, where he spent his time doing what he did best—engaging warmly with everyone he met. He was truly one of life's finest gentlemen.

On behalf of the section, we send our most sincere condolences to Graham and his family during this incredibly difficult time.



Welcome to new section member

Mr Mark James from Higher Wheelton in Lancashire

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.

Front Cover

Top left: Club stand at NECPWA Newby Hall concours and autojumble rally near Ripon in North Yorkshire.

Bottom Right: The 46th North of England Rally at Harewood House near Leeds.

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 16th Sep: Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)
- Wed 21st Oct: Noggin & Natter at the Old Mill Metal Bridge Coxhoe, Co. Durham. (RM)
- 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)

Proposed events for 2027

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

The 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

Annual Rally & Concours d'Elegance at Kelmarsh Hall in Northamptonshire. (RREC)
Friday 18th - Sunday 20th June 2027

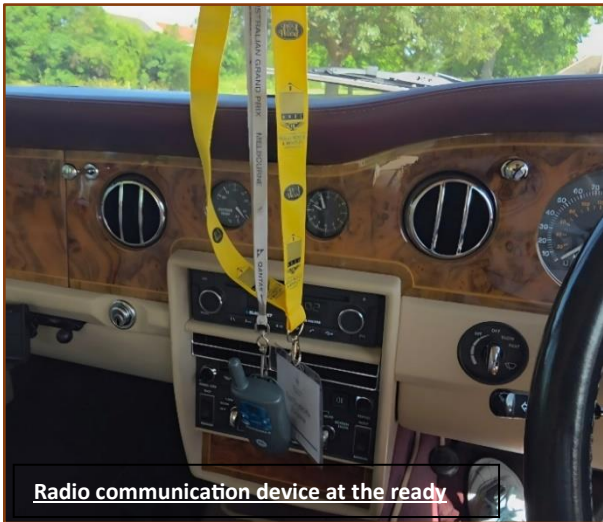
Stokesley 'Classics on Show' on the Showground in North Yorkshire. (AF)
Saturday 19th June 2027

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

Past Events

My first time at the Annual Rally at Kelmarsh Hall

by Paul Tunncliffe



Radio communication device at the ready

I've just got back from the Annual Rally weekend, in My 1994 Rolls-Royce Silver Spirit III, accompanied by Nick Clark who travelled in his 1929 Rolls-Royce 20hp Weymann Sportsman's Coupe (Freestone & Webb)

Here is my summary of the weekend.

Day 1 (Thursday)

So, the excitement was building! as was the temperature, this was the start of a heat wave. The car was prepped and ready with a full tank of fuel. We loaded up my boot with Nick's parts that he wanted to sell in the parts tent, into the boot of my car (I hoped the Spirit suspension was easily up for task) and we set off. Our plan to drive in convoy was put into place. Two-way

radios fitted with new batteries (so we could check in with each other on the journey South) – worked a treat. In fact we used these radios the whole weekend, to keep in touch on the showfield.

First stop – Muskham Ferry just off the A1 for a light lunch, around the halfway point.

Weather beautiful, cars running well. I was nice and chilled with my Spirit Air Conditioning, Nick a tad bit warmer, with his 1929 Air Con system, had the windows down.



Nick and Paul have a break at Muskham Ferry



Once we checked in and began to unwind at the hotel, we got to talking with a German RREC member named Jan, proud owner of a striking blue Bentley Azure.



Nicks 20HP and Pauls Silver Spirit III resting at the hotel



Pauls Rolls-Royce & Jans Bentley Azure resting at the hotel.



Pauls Silver Spirit III with Jans Bentley Azure and Nicks 20HP in the background.

Day 2 (Friday)

Early start – a short drive into Kelmarsh. It was a bit like a set up day, with less crowds, so a good chance to figure out my role as the SZ Registrar and get my car in the display inside the register tent. Nick was doing an amazing job organising and sorting the spares tent (in fact he did this job all weekend- well done Nick).



I had a lovely day meeting lots of fellow club members! I also caught up with Matt, my contact at Introcar the Rolls-Royce & Bentley specialists part suppliers.



Paul talking to Matt from Introcar

Day 3 (Saturday)

Saturday was a really busy day for both Nick and me. There was so much to see, so much to look at, and different people to talk to. Nick was super busy again in the parts tent. I was busy in the Register tent, meeting people and talking about the SZ range of cars. I even managed to get Philip Sage, the RREC Forum Moderator to clean my whitewalls using a product he recommended! Great fun.



Philip cleaning the tyres on Pauls Silver Spirit III

It was a super-hot day again, however there was a slight breeze which was a welcome relief. A highlight of the day for me was meeting Mark, a subscriber of my You Tube channel Life on Cars, who had travelled all the way from North Carolina America to bring me a number plate from New York dated 1940. Amazing!



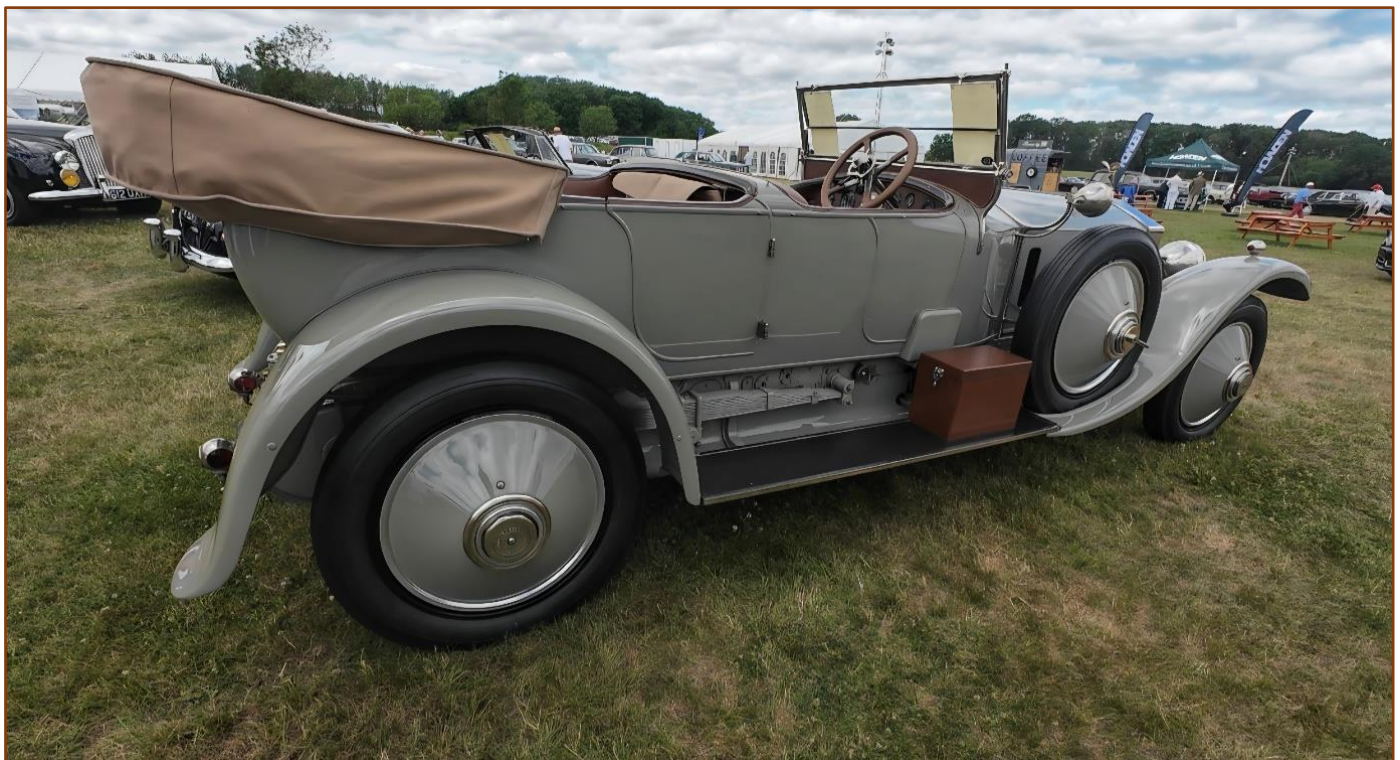
I even managed to have a drive of a beautiful 1937 Rolls-Royce Phantom II which was the first time I've driven a pre-war car. What a fantastic experience.



Both Nick and I were really tired after Saturday, so we headed back to the hotel for a few beers and a very enjoyable Steak supper. Unfortunately, we struggled to sleep at all well due to the heat, that had been the theme for the whole weekend! However at least it wasn't raining.

Day 4 (Sunday)

The final day! How fast this weekend seems to have gone. I spent the day talking to members and fellow enthusiasts, having fun and generally enjoying the cars. I've never seen this many Rolls-Royce and Bentley cars all together in the same place. It was fascinating to see. It was great to see our friend Jan from the hotel had secured first place in the Concours Class – a deserving winner.



As the day drew to a close, I had one last look at the P&A Woods stand and took some photos of the 1920 Rolls-Royce Silver Ghost Torpedo Open Tourer by Barker that was on display, surely this must be the star of the show.

Final thoughts about the weekend.

My Silver Sprit III performed well, clocking up over 400 miles, fully loaded on the way back, with Nicks parts that he didn't sell, all my gear for the weekend including a heavy load of unsold RREC magazines I'd acquired for my role as the SZ Registrar. I was astonished to find my car achieved 21 MPG over the trip.

I must congratulate the RREC and the volunteers along with the marshals for putting on an excellent show. I will certainly be returning next year all being well. I would highly recommend the Annual Rally – as a first timer, I thought it was great. Next time though, we will need a room with Air Conditioning!

A Delightful Sunday with the Middlesbrough & District Motor Club

Sunday 12th July 2026



Based in the picturesque grounds of Coulby Manor, the Middlesbrough & District Motor Club enjoys a truly historic setting, with its clubhouse situated inside the original Coulby Manor House and its gardens. Attendees were greeted by a bright, sunny morning and a perfect weather forecast that held true for the entirety of the day. Upon arrival, guests enjoyed warm hospitality in the form of welcome cup of tea and freshly prepared bacon or sausage rolls—a gesture that was greatly appreciated by all. The North Eastern Section was well-represented by five members and an impressive lineup of classic motor cars were Nick Clarks 1926 Rolls-Royce 20hp Saloon (coachwork

by Park Ward), John Harrison's 1965 Rolls-Royce Silver Cloud III, Paul Tunnicliffes 1994 Rolls-Royce Silver Spirit III, Dave and Elizabeth Youngers 1962 Rolls-Royce Silver Cloud III and finally Allan Fishburns 1934 Rolls-Royce 20/25 Coupé (coachwork by Hooper).

Organised by the Middlesbrough & District Motor Club, this charming local gathering offers a relaxed space for like-minded enthusiasts to connect and share their passion for motoring history. Blessed with exceptionally warm, dry weather, it proved to be the quintessential way to spend a Sunday morning. Following the success of the day, members are already looking forward to the next club gathering.



Rally participants putting the world to rights



John Harrison, Peter Kitching, Paul Tunnicliffe & Allan Fishburn



Cars of the marque on display



Peter Kitchings 1936 Rolls-Royce 25/30 Limousine by Park Ward - Chassis No: GRM 23



Allan Fishburns 1934 Rolls-Royce 20/25 Coupé' by Hooper - Chassis No: GMD 41

N.E.C.P.W.A. Newby Hall Concours & Autojumble

Sunday 19th July 2026



Newby Hall, a magnificent Grade I listed country house near Ripon in North Yorkshire, offers a breathtaking step back in time. Renowned for its fine collection of furniture and paintings, the estate is surrounded by beautiful, award-winning gardens that regularly draw the public to its historic grounds.

On Sunday 19th July, this stunning stately home provided the perfect, picturesque backdrop for the North of England Classic & Pre-War Automobiles (NECPWA) annual historic vehicle rally. The event as a premier platform for numerous car club members to proudly display their pristine classic vehicles, catering to both casual fans and serious enthusiasts alike. The event also featured a bustling market of auto-jumble stalls providing the ultimate opportunity to rummage through rare parts and finally track down that elusive spare piece needed to complete a passion project.



For once exhibitors were greeted with pleasant weather, characterised by light clouds, slight breeze and warm sunny intervals as they arrived and parked in their allotted club areas. Among the early North Eastern section members arrivals setting up their pitches were Nick Clark in his elegant 1929 Rolls-Royce 20hp Sportsman Coupe', John Harrison with his 1965 Silver Cloud III, Allan Fishburn in his Rolls-Royce 20/25, Two Door Coupe', David and Elizabeth Younger in their 1962 Silver Cloud III and Frances Dodd in her beautiful 1914 Silver Ghost by Hamshaw Limited and finally Liz and Tony Brown from the Yorkshire section in their 1928 Rolls-Royce 20hp open tourer by Barker.



Wasting no time, members headed straight for the auto-jumble to bag a few early bargains before the crowds peaked. Upon their return, the early birds settled down for a well-deserved cuppa and a piece of John Harrison's homemade lemon drizzle cake. It was the perfect moment to catch up, swap stories, and playfully debate who had secured the absolute best bargain.





L-R - Paul Tunnicliffe, Elizabeth & Dave Younger, Allan Fishburn and Anita Clark enjoying a cuppa

With refreshments finished, members dispersed to explore the vast array of vehicles on display and browse the wide variety of bric-a-brac, and sample the catering stands and some took the opportunity to stroll away from the engines to tour the historic hall and appreciate the tranquillity of gardens.

As midday approached and the sun warmed the estate grounds, members came back to their cars to set up the afternoon picnic. Hampers were opened revealing a generous spread of traditional sandwiches, savoury bites, and homemade cakes. We sat alongside our vintage and classic machines enjoying our picnic lunch in the picturesque backdrop of Newby Hall adding to the timeless atmosphere. The picnic provided

a wonderful opportunity for relaxed conversation, shared laughter, and a chance to toast to a highly successful turnout. It was the perfect conclusion to a memorable day out, beautifully combining a passion for historic automotive engineering with the warmth of club camaraderie.

A huge well done goes out to the organizers, exhibitors, and volunteers who worked tirelessly to bring this wonderful historic display to life.



E Type Jaguars on display



Allan, Peter and Gill with Dave in the back ground



Members enjoying the sunshine



RREC stand with the section flag flying high

The North of England Rally at Harewood House near Leeds

Sunday 2nd August 2026



Cars lined up on the front lawn at Harewood House

The stately north front of Harewood House near Leeds was transformed into a sea of polished chrome and pristine bodywork on Sunday 2nd August 2026. The historic estate again hosted the 46th Annual Rolls-Royce Enthusiasts' Club North of England Rally. Bringing together over 200 elegant classic motorcars and their proud owners, this event seamlessly blended peerless British engineering with a quintessentially English family day out. With the very dry sunny weather continuing, hundreds of club

members and visitors gathered against the majestic backdrop of the Harewood estate to admire rows of legendary automotive art.

The rally featured an exceptional cross-section of automotive history spanning early vintage masterpieces to modern luxury cruisers. Impeccably preserved cars such as a 1914 Silver Ghost, 20hp and 20/25 models that highlighted the golden age of mechanical precision. The unmistakable lines of Rolls-Royce and Bentley motor cars drew large crowds. High-performance modern classics and late-model luxury tourers all demonstrating the club's evolving heritage.



Paul Tunnicliffe the SZ Registrar with his
1994 Silver Spirit III Chassis No: RCH 54999

This year's rally included a dedicated display of SZ Register cars celebrating post 1980 classic models organised by SZ Registrar Paul Tunnicliffe, who held a seminar for members around his 1994 Silver Spirit III discussing the everyday maintenance requirements of SZ cars.

The centrepiece of the rally was its spectacular parade of Rolls-Royce and Bentley motor cars and the subsequent prize-giving ceremony. Vehicles were carefully marshalled into a chronological year of manufacture order, charting over a century of precision engineering from two of Britain's most storied luxury marques.



Andrew Carters 1996 Rolls-Royce Silver Spirit
Chassis No: TCH 57948



Nick and Anita Clark enjoying the sunshine



**John Harrison receiving the Margaret Wiggins Trophy
from RREC Chairman Philip Brooks**

The defining highlight came during the official prize-giving when North Eastern section member John Harrison was officially awarded the prestigious Margaret Wiggins Trophy for his immaculate 1965 Rolls-Royce Silver Cloud III, chassis number SJR 219. He received resounding applause from his peers as he claimed the coveted prize. This is not the first time John has received this trophy, back in 2005 he was awarded the same trophy only this time it was for his 1934 Rolls-Royce 20/25 Hooper Sports Saloon chassis number GNC 7. It has only been 21 years????

A selection of cars on display:



Beyond the judged competition, the event celebrated the shared camaraderie of the Rolls-Royce and Bentley classic motor car community. Families and lifelong club members enjoyed leisurely picnics on the expansive North Lawn, treated themselves to ice cream, and some frequented the Terrace Café.

The day successfully concluded a magnificent weekend of festivities, which had kicked off the previous evening with a



Gala Dinner hosted at the nearby Majestic Hotel in Harrogate. The 46th iteration cemented Harewood House's legacy as one of the premier and most relaxing venues on the annual Rolls-Royce and Bentley calendar. Finally, thanks must go to all those members who contributed to the organisation and running of the Northern Rally, the marshals, Nick Clark, Allan Fishburn and Paul Tunnicliffe. Special thanks go to Mike Blunsom of the Yorkshire Section who without his organisational skills and dedication this event would not take place. Thank you, Mike, for organising a very successful North of England Rally.

History of the Rolls-Royce 2025

by John Harrison



1934 Rolls-Royce 20/25 Sports Saloon
Chassis No: GNC 7 - Coachwork by Hooper

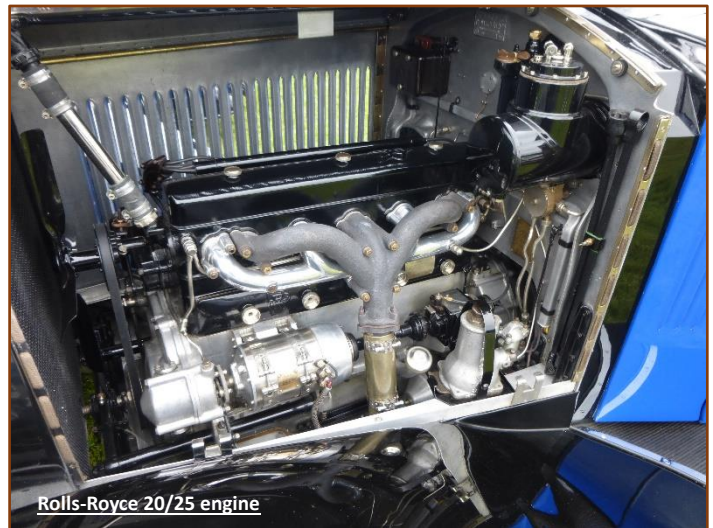
The Rolls-Royce 20/25 was built between 1929 and 1936, it was a pivotal "entry-level" luxury motor car that was instrumental in the company's survival during the Great Depression of the late 1920's. It was known for its high quality, quiet operation and adaptability for custom coachwork and it also appealed to the growing market of wealthy owner-drivers. Debuting at the 1929 Olympia Motor Show, it became the most successful selling inter-war Rolls-Royce model. Because it outsold its larger sibling, the Phantom II, by more than double, its massive commercial success effectively saved Rolls-Royce Limited from bankruptcy during the economic devastation in the late 1920's.

Development and Production:

The 20/25 was the successor to the successful Rolls-Royce 20HP model affectionately known as the twenty. Responding to the trend of heavier coachwork that was impairing the performance of the earlier model, leaving owners vulnerable to being overtaken by lesser vehicles, a situation entirely unacceptable for a Rolls-Royce. In response, Henry Royce initiated the next-generation development project under the codename Goshawk. The core mandate was simple, extract significantly more power and performance from the engine while maintaining the legendary silent refinement of the brand.

Rolls-Royce increased the engine's capacity from just over three litres to 3,669 cc. This change, along with a stronger crankshaft, increased the car's output and enabled it to reach speeds of up to 75 mph, depending on the body that had been fitted.

Production ran from 1929 to 1936, during which time a total of 3,827 chassis were produced, making it the best-selling inter-war Rolls-Royce model. The model was eventually replaced by the Rolls-Royce 25/30, which featured a further increased engine capacity of 4,257 cc.



Rolls-Royce 20/25 engine

Evolution of the 20/25 (1929–1936)

The 20/25 benefited from several technical improvements during its production run, including a one-shot centralised chassis lubrication system, synchromesh on third and top gears (from 1932), and thermostatically controlled radiator shutters.

1929: The 20/25 is officially unveiled to the public, sharing the initial factory price of £1,100 for the rolling chassis.

1930 – 1931: To accommodate increasingly formal, spacious bodies, a longer 132-inch (3,353 mm) wheelbase variant is introduced. The iconic triangular-topped radiator shutters changed from manual dashboard lever control to automated control using a mechanical thermostat housed inside the top of the radiator.

1932: Driving usability improves dramatically with the addition of synchromesh on third and top gears starting from chassis GKT 32 onwards and the mechanical shock absorbers were also upgraded.

1934: The suspension layout was further refined by introducing interior-adjustable shock absorbers allowing the driver to stiffen or soften the ride depending on road conditions.

1936: In its final year of production the 20/25 receives a hypoid rear axle for a quieter drive. After this time, the model was officially phased out and replaced by the larger-engined Rolls-Royce 25/30.

Technical Specifications

Unlike modern car manufacturers, Rolls-Royce built only the complete mechanical rolling chassis (including the engine, drivetrain, radiator, and bonnet). These were meticulously constructed to strict tolerances at the Derby works according to Rolls-Royce 20/25 specifications.

<u>Technical Category</u>	<u>Component Specification</u>
Engine Type	Inline 6-cylinder with pushrod-operated overhead valves (OHV).
Displacement	3,699 cc (3.7 Litres) expanded from the previous 3,128 cc.
Bore & stroke	3.25 in × 4.5 in.
RAC Rating	25.4 HP (used for British tax assessment).
Actual Output	Approximately 65 to 75 brake horsepower (bhp).
Compression Ratio	5.75:1
Ignition System	Dual independent systems: Coil and high-tension Magneto.
Fuel System	Single proprietary Rolls-Royce twin-jet carburettor.
Transmission	4-speed manual with right-hand floor shift lever.
Braking System	4-wheel mechanical drum brakes with a gearbox-driven mechanical servo.
Suspension	Rigid front and rear live axles with semi-elliptic leaf springs.
Top Speed	Approximately 75–76 mph depending on body weight.

Driving Experience:

Designed with the owner-driver in mind, it offered a refined, smooth, and quiet driving experience, suitable for both town use and touring.

Legacy:

The immense popularity and success of the Rolls-Royce 20/25HP are widely credited with helping Rolls-Royce Limited navigate and survive the severe economic hardships of the Great Depression. The model's engine and chassis also formed the basis for the first "Derby Bentley," the Bentley 3½ litre, after Rolls-Royce acquired Bentley Motors in 1931.

Today, more than 70% of the original 3,827 units produced are estimated to still be in use.

Popular Coachbuilders for the 20/25 chassis:

Park Ward: Known for a variety of designs, Park Ward frequently produced popular body styles like saloons (sedans), sports saloons, and drophead coupés (convertibles).

Hooper & Co: A highly respected firm, Hooper crafted elegant and formal bodies such as the Sedan de Ville (featuring a removable roof section over the driver) and various limousine and owner-driver sport saloons.

H.J. Mulliner:

This coachbuilder created a diverse range of bodies, including two-seater tourers, Weymann saloons (which used a flexible fabric over a wooden frame for lighter weight and quieter operation), and formal limousines.

Gurney Nutting:

Recognized for their sporting flavour and high quality, Gurney Nutting produced stylish drophead coupés, sports saloons, and the highly prized "Owen Sedan" design.

Barker & Co:

One of the oldest and most associated coachbuilders with Rolls-Royce, Barker created classic and often formal bodies like fixed head coupés and various limousine styles.

Thrupp & Maberly:

This firm produced a range of bodies, including saloons, tourers, landaulette and even practical "shooting brake" (estate) variants, combining elegance with utility for country pursuits.

Freestone & Webb:

Known for high quality and beautiful designs, they produced coupés and drophead coupés. Each car body style was unique, reflecting the individual taste and specification of the owner, as Rolls-Royce only provided the chassis and mechanical components.

Because buyers purchased a bare, driving chassis, the final visual character and weight of each 20/25 depended entirely on the buyer's designated custom coachbuilder. Renowned houses such as Park Ward, Barker, Hooper, Gurney Nutting, and Thrupp & Maberly fashioned bespoke body styles.

These configurations ranged from sporting owner-driver drophead coupés and fixed head coupés to stately, chauffeur-driven classic town cars and formal Limousines.

Today, the longevity of Henry Royce's engineering is well verified: over 70% of all 20/25 models produced still survive in operational condition. See below for some examples still on the road today.



1929 Limousine Chassis No: GXO 88
Coachwork by Park Ward



1932 Drophead Coupe' Chassis No: GKT 23
Coachwork by Park Ward



1931 Sports Saloon Chassis No: GTR 23
Coachwork by H J Mulliner



1934 Coupe' Chassis No: GMD 41
Coachwork by Hooper



1935 2 Door Coupe' Chassis No: GPG 12
Coachwork by H J Mulliner



1930 Fixed Head Coupe' Chassis No: GDP 25
Coachwork by Gurney Nutting



1933 Sedan de Ville Chassis No: GLZ 47
Coachwork by Thrupp & Maberly



1934 Sedan de Ville Chassis No: GAF 35
Coachwork by Thrupp & Maberly



1934 Landaulette Chassis No: GWE 51
Coachwork by Rippon Brothers



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Has your car battery ever let you down?

Car battery failure occurs when a battery can no longer hold enough electrical charge to start the engine or power the vehicle's electronic components. While batteries naturally degrade over time, several environmental, mechanical, and behavioural factors can cause them to fail prematurely.

Here is a breakdown of why car batteries fail, how to spot the signs of failure, and how to tell it apart from other electrical issues.

Primary Chemical and Mechanical Causes:

Car batteries rely on a delicate chemical reaction between lead plates and an acid electrolyte solution to store and release electricity. When this process is disrupted, the battery fails:

- **Natural Degradation (Age):**

Most standard lead-acid batteries have a lifespan of **3 to 5 years**. Over time, the internal lead plates naturally shed material and degrade, gradually lowering the battery's maximum capacity until it can no longer support a load.

- **Sulfation from Undercharging:**

If a battery sits discharged for too long or never receives a full charge, lead sulphate crystals permanently harden on the plates.

This creates electrical resistance and destroys the battery's capacity.

- **Extreme Temperatures:**

- *Intense Heat:* Heat is actually the leading cause of battery failure. It evaporates the internal water content and accelerates internal corrosion.

- *Severe Cold:* Cold weather slows down the internal chemical reactions, reducing the battery's ability to deliver cranking power right when the engine needs it most.

- **Vibration Damage:**

- If a battery is not securely clamped into its tray, excessive vibrations will shake the internal components, causing the plates to crack, break loose, or short-circuit.

Common Behavioural and Vehicle Causes:

Often, external factors drain or damage a healthy battery until it fails:

- **Parasitic Drain:**

- This happens when electrical components (like a faulty relay, an aftermarket alarm, or an internal light left on) continue drawing current after the car is turned off. Over a few days, it can completely flatten the battery.

- **Frequent Short Trips:**

- Starting the engine consumes a massive amount of power. If you only drive short distances (under 15 minutes), the vehicle's alternator does not have enough time to replenish that lost energy, leading to a chronically undercharged state.

- **Faulty Charging System (Alternator):**
- The alternator charges your battery while the engine runs. If the alternator fails or its belt slips, the vehicle will run purely off the battery until it is completely drained. Conversely, a broken voltage regulator can *overcharge* the battery, boiling the internal fluid and warping the case.

Warning Signs of a Failing Battery:

Batteries rarely die without sending a few warning signals first:

- **Slow Engine Crank:**
The engine makes a sluggish, heavy, or laboured sound when you turn the key.
- **Clicking Noise:**
You turn the key or press the start button, but you only hear a rapid clicking sound while the engine refuses to turn over.
- **Dim or Flickering Lights:**
Headlights and interior dashboard lights look noticeably dimmer, especially when the engine is idling.
- **Failing Electrical Accessories:**
Power windows move sluggishly, seats take a long time to heat up, or the infotainment screen behaves erratically.
- **Physical Deformation:**
Opening the bonnet reveals a **swollen or bulging** battery case (caused by heat or overcharging), or heavy white/blue-green **powder corrosion** built up around the terminal posts.

Battery vs Alternator: How to Tell the Difference:

Because they share similar symptoms, it is easy to confuse a dead battery with a bad alternator.

If this happens	The likely culprit is	Why?
The car will not start , but once it is jump-started, it stays running perfectly.	The Battery	The alternator is successfully doing its job of powering the car once the engine is on, but the battery can no longer store the initial starting charge.
The car starts with a jump, but dies shortly after removing the jumper cables.	The Alternator	The alternator is failing to generate electricity to keep the vehicle running, meaning the car dies the second it loses its temporary power source.
The dashboard lights or headlights dim significantly while driving or using the radio.	The Alternator	The alternator cannot keep up with the real-time electrical demands of the car while the engine is active.

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Paul Tunnickliffe 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 Brancepeth Castle including Lunch at Whitworth Hall in Co Durham

Sunday 23rd April 2006



Over 30 members met for a lunch and visit to Whitworth Hall on a glorious Sunday, on 23 April. Our meal in the old library of the hall was a good chance for catching up on news, and even for some the opportunity to try new dishes (I noticed shark loin on the menu, which was tried by some brave souls! Very nice it was too they said. The setting in the deer park was lovely and would be a good venue for a day out as there is a family pub and a walled

garden at the other side of the park.

After lunch we drove to Brancepeth Castle. We had a good turnout of twelve 'cars of the Marque', and Margaret Dobson, the owner of the castle, was delighted to see them parked on her lawn. The tour was enlightening, with the main staircase, hidden as it is behind a plain wooden door put up by the army when they were in residence, soaring to an amazing height and lit by an oval domed skylight. It really took your breath away. I could not imagine living as a family in such a large place. Even Margaret herself, who has lived

there for nearly thirty years now, is not sure how many rooms there are. About 350 she thinks! It must have been a wonderful place with all the furniture, armour, servants etc. in the past, although it still retains much of its splendour



**Members gathering for the
tour of the castle**

and I am sure that at some time in the future it will be restored to this, although I think doing this would need quite a large lottery win! As Margaret says - she is just a custodian of its heritage for others.



**Margaret Dobson pictured with a Rolls-Royce 20/25
Limousine by Hooper GBK 69**



**Brancepeth Castle Chapel
within the castle**



**Members in the main entrance
Hall of the castle**



**Members ascending Brancepeth
Castles main staircase**

Visit to the North Yorkshire Moor Railway

Saturday 14th July 2007



1947 LNER Thompson Class B1 mixed traffic locomotive

Our Section had been invited to participate in the annual Vintage and Classic Vehicle Weekend organised by the North Yorkshire Moors Railway but because of the Newby Hall Rally the following day, Saturday 14 July was the only day we could attend, which probably accounted for the limited number of our members who chose to register. Of the 9 cars registered two had to prematurely cancel, one due to car problems and the other because of a house move. Nonetheless one Yorkshire Section and six N.E. Section cars turned up on the day, complemented by an independently entered London based Mk VI Special. The 'Yorkshire' car was Paul Farnill's Mk

VI, whilst our own Section's cars were three 20/25s and three Silver Spirits/Dawn – hence the "Day of the Triplets"! Sheer coincidence of arrival time led to the two sets of 'triplets' being parked together, separated by the Mk VI Special. The three 20/25s were Nick Clark's 1928, John Harrison's 1934 and Peter and Susan Tong's 1936. The more recent cars were my own 1981 Silver Spirit, Dennis and Lucy Wheatley's 1985 Silver Spirit and Malcolm and Wendy Young's 1997 Silver Dawn. Our cars, along with some other marques, were displayed at Grosmont station, whilst the stations at Pickering, Levisham and Goathland ("Aidensfield") also had a wide variety of classic vehicles on display.



In order to travel to the other station locations, all participants were offered half-price Day Rover tickets for use on the trains. For just £10 each participant had freedom of the rails, not only on the NYMR but also on the NYMR's own steam-hauled trains on the national rail system between Grosmont and Whitby. Surprisingly, for this summer, the weather was quite good with long sunny spells and, more importantly, no rain! The train most of our participants



chose to travel on was the 10.50 departure from Grosmont to Pickering, which was hauled by Ex LNER/BR Class 'B1' No.61264, the only Ex LNER locomotive to reach Dai Woodham's famous scrapyard in Barry South Wales, from where it was rescued and restored. During its working life No.61264 appears to have operated in East Anglia and Lincolnshire so is most unlikely to have ever seen any service between Whitby and Pickering, although that line in BR days was a regular haunt of north-east based 'sister' engines, 410 of the Class having been built during the 1940s with a 4-6-0-wheel arrangement for mixed traffic work.

At Goathland station we passed a northbound train headed by Ex LMS 'Black Five' No.45212, one of a class of 842 mixed traffic 4-6-0s which were the LMS equivalent of the LNER B1s. No.45212 is actually owned by the Keighley and Worth Valley Railway (of "Railway Children" fame), but currently being operated by the NYMR under a 'restore and maintain' agreement. This locomotive's main claim to fame is that it had the honour of hauling the very last

scheduled steam-hauled passenger train for British Railways, a Lancashire coast service out of Preston in the late hours of Saturday 3 August 1968, but the more 'mature' among us may remember its starring role in a TV advert for Solvite wallpaper adhesive when it was completely covered in floral wallpaper! Did the adhesive stick under all conditions? Ah, well! That's another story of water pumps, 'false' rain in dry weather and an absolute 'downpour'. At



Levisham station we passed another northbound service, this one hauled by Ex LNER 'A4' Class 4-6-2 No.60007 (its BR number) 'Sir Nigel Gresley' and appearing in early-BR blue livery. This was the 100th 'Pacific' (4-6-2) built for the LNER at Doncaster Works under the auspices of Sir H Nigel Gresley, and thus named in his honour. 35 of these 'streamlined' express passenger engines were built during the 1930s, one of the classes failing to survive Word War II after receiving a direct hit on York engine shed by a German bomb. Most famous member of this class is 'Mallard' which, as many people know, holds the World Speed Record for steam traction, achieving 126 mph down Stoke Bank between Grantham and

Peterborough on 3 July 1938, a record now highly unlikely ever to be broken.

What is undoubtedly less well known is that No.60007 'Sir Nigel Gresley' holds the post-war speed record with a speed of 112.5 mph achieved in much the same placed as 'Mallard's' pre-war record.

Returning from Pickering behind No.61264, this was a through service to Whitby where some of our number chose to spend the afternoon partaking in the famous culinary delights of the resort. Others remained with the train to return to Levisham, then Goathland, to observe the numerous and varied other classic vehicles on display. The last train of day through to Whitby was in the charge of BR 'Standard Class 4'

No.75029, another 4-6-0 mixed traffic type but a little smaller and less powerful than the 'B1' and 'Black Five' classes already encountered. The BR 'Standard Class 4s' were not usually to be seen in the north-east during their working lives, being more usual motive power on goods and secondary passenger services further south. No.75029, having brought us safely back to Grosmont from Whitby, continued on up to Battersby with an evening 'special' on the Esk Valley line, while the rest of us drove home after a thoroughly enjoyable day out.



Steam locomotive 75029 named "The Green Knight", is a preserved British Railways Standard Class 4MT 4-6-0, built at Swindon Works in May 1954. It is a mixed-traffic locomotive was designed to operate on secondary routes where larger engines were too heavy.

Withdrawn from service in August 1967 and purchased by early preservationist David Shepherd for the East Somerset Railway.

The NYMR purchased the loco in October 1998 where it was painted in distinctive BR Brunswick Green and has become a stalwart of heritage services on the North Yorkshire Moor Railway.



Steam Locomotive 65894 is a preserved British 0-6-0 freight locomotive originally built in 1923 for the North Eastern Railway (NER) as a Class P3 later reclassified by the LNER as a Class J27. It spent most of its working life under LNER and British Railways control, hauling heavy coal and mineral trains across East Durham and Yorkshire. It holds major historical significance as the sole surviving example of its 115-strong class. It was saved directly from the scrap heap by and is owned and maintained by the North Eastern Locomotive Preservation Group.

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,

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 Tunncliffe Tel: 07939 285264 or email: tunncliffepaul71@gmail.com

Advertising in the Newsletter

Any members wishing to advertise on the sale or wanted page, please contact the Newsletter editor.

MEMBERS WELFARE

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

For the benefit of new section members, here is a brief 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.