



Winter 2023

Middlesex Section Magazine

MIDDLESEX SECTION COMMITTEE MEMBERS

Nigel Sandell – Chairman

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1937 Rolls-Royce 25/30

1979 Rolls-Royce Silver Shadow II

1997 Rolls-Royce Silver Spirit



Richard Edgell - Magazine Editor

redgell050@gmail.com

1929 Rolls-Royce 20hp Weymann Saloon

1934 Bentley 3.5 Saloon

1935 Bentley 3.5 Drop-head coupe

1951 Bentley Mk VI



Will Bate - Secretary & Website Editor

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1927 Rolls-Royce 20hp Park Ward Saloon

1953 Bentley R-Type

1979 Rolls-Royce Silver Shadow II

2007 Bentley Arnage T



David Siegal - Treasurer & Membership Secretary

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1963 Bentley S3 Continental

1981 Rolls-Royce Camargue



Tony O'Brart – Committee Member

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1979 Rolls-Royce Silver Shadow II



Richard Skinner - Committee Member

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1936 Rolls-Royce 25/30 William Arnold

1971 Rolls-Royce Silver Shadow I



Editors Ruminations- January 2023

After two years of restricted activity, we have been able to get out in our cars and do some worthwhile driving in 2022. I have spent some time under my latest Derby Bentley acquisition which had lain unused for much of the last 60 years and which is now being rewired before having some attention to its ash frame. I had a great run up to Harewood House in the 20hp followed by a wonderful few days in Co. Durham to celebrate the centenary of the 20hp. A more local celebration was organised by the 20hp guru, John Fasal in October.

This year will mark the 90th anniversary of the Derby Bentley and I am involved in organising a celebration in September when we hope to have over ninety Derbys from all over the world. We plan to open part of the event to all club members. More details will be in Spirit & Speed during the year.

In this issue of our magazine, Michael Marshall-Clarke and David Siegal both whet our appetites for some continental driving. We have some photos of Nigel's Open Day in November. Will Bate tells about one of the things that can go wrong with a 20hp after just 96 years and 450,000 miles, would that modern cars had such a life expectancy. How frequently do you check your tyres? A recent talk from TyeSafe proved both interesting and sobering.

With the forthcoming extension of the crazy ULEZ arrangement, David tells us a salutary tale. The solution to problem of avoiding this money-making scam is of course a 40 year old car and I am actively pursuing this idea.

It seems another of our Chaiman's enthusiasms is a love ancient locomotives and I have allowed him some space at the end of the magazine to tell us about 4472, The Flying Scotsman.

Naturally, we include a list of the Section events we have planned for 2023. Please contact the relevant committee member for details.

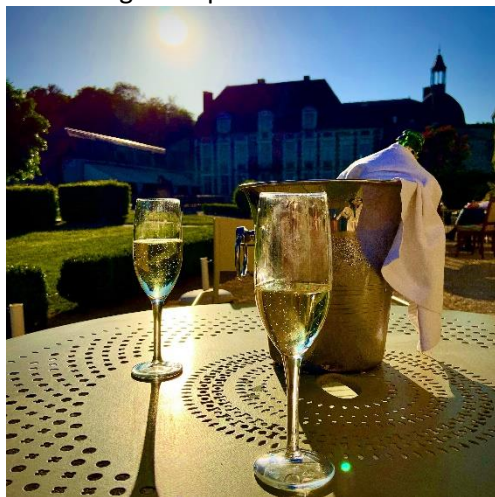
The club has recently suffered two very sad losses. In November Bernard King died quite suddenly. As many of you will know he spent over thirty years of his life him compiling comprehensive lists of all the pre-1965 cars. His research was published in his *Complete Classics* series of books and later in the revived Dalton Watson books. Earlier this month we also lost Ben Grew, a great supporter of the club who for years ran our club spares stall at the National.

On behalf of the committee may I wish you happy motoring in 2023.

Days of wine and Royces, by Michael Marshall- Clarke

Friday 13th May 2022 dawned dry, bright and sunny as I carefully manoeuvred 'Auric' my 1974 Regency Bronze Silver Shadow onto the 08.20 shuttle bound for Calais. This was the start of our 5 day waft to the famed Champagne region, a fitting destination for *The Golden Roller's* first continental trip.

Once on French soil, advancing the Royce's clock an hour and remembering to drive on the wrong side of the road, we had a deadline to meet – a 3pm tour of Bollinger, 007's favourite fizz. We covered the 200 or so miles to Ay, via the A26, with time to spare and arrived suitably chilled (thanks to Auric's air con), but not shaken. Auric, named after one of Bond's notorious adversaries – Goldfinger, got her fair share of attention during and after the tour, and her self-levelling suspension was given its first test as we loaded up purchases from the Bollinger shop.



That evening we wended our way through the rolling, vine-clad hills of the Marne and stayed in the beautiful village of Etoges at a glorious, moated chateau with its own Michelin-star restaurant.

Moet et Chandon was our destination the next morning, with a scenic waft to Epernay and a majestic drive along the Avenue de Champagne to our hotel for the next two nights, situated right on this world-famous boulevard. Indulging in a glass or three of Dom Perignon at M. et C., we took a cab over to Reims for a fascinating afternoon tour of the caves of the Widow (Verve) Clicquot.

Sunday started with a private tour of a relative newcomer to the Champagne houses, Leclerc Briant. They use a blend of traditional and innovative techniques to craft their boutique bubbles, including submerging magnums under the ocean for 12 months.

Their Champagne is delicious and quickly became our favourite of the trip.



Following a waft up to the tiny village of Hautvillers to visit the abbey and grave of the 'inventor' of modern Champagne – a Benedictine friar called, yes you've guessed it, Dom Pierre Perignon – we spent our last night in the region at the Royal Champagne hotel – a favourite stopover for Napoleon – which has a commanding view from the top of the valley down over the seemingly endless carpet of Pinot Noir, Chardonnay and Pinot Meunier vines.

Monday came all too quickly, and the English Channel beckoned, with an overnight stay in Le Touquet, but not before we made a pilgrimage to the haunting empty grandstands and pit garages of the Reims-Gueux circuit.



Auric bowled along towards La Manche in the near 40 degree sunshine and, contrary to R-R's well known advertising line, the only sound we could hear at 60mph was the gentle clink of our stash of Champagne nestling in the boot!

Tuesday was a day of relaxing in the sun on the golden sand of Le Touquet, which gave both us and Auric a breather before the evening drive to Calais and the shuttle home to old Blighty. R-R tested their cars on the continent as part of their extensive development process, and after 600 wonderful, memory-filled miles in Auric – almost 50 years since she left the gates of Crewe – I raise a coupe of Champagne to their dedication in striving to build the 'best car in the world'.

N. Sandell Open Day 20th November, words and pictures by Nigel Sandell



On Sunday 20th November 2022, we had our annual open day for the Middx. Section of the RREC for customers and friends. 27 cars and 56 people attended on reasonably fresh but dry Sunday morning. We were very lucky on this Sunday that we had motor cars on site from 1926 up to 2019 for members to view, including a pair of one-off classic post-war Phantoms.



On arrival, everyone was greeted with a bacon roll and hot beverage following which Nigel and his team took groups around the workshop showing members some of the interesting projects in the workshop. There was a lot of different aspects of work being undertaken from engine rebuilds to diagnostic work on modern Continental GT models. The chairman took time to show the members a Silver Shadow that they were working on for a customer. Its engine, gearbox and subframe had been removed by another garage and all the components including all the nuts and bolts were in one box for Nigel and his team reassemble! He then had a 6.75L V8 engine running in test bed.



At 12.30pm lunch was served and washed down with a customary glass of prosecco. Will Bate and Nigel Sandell then gave rides out in Will's 20HP and Nigel's 25/30, both with Park Ward bodies. Some of you may have seen the 25/30 on the RREC stand at the Classic Car Show at the NEC. The weather remained extremely kind and the feedback was very positive.

Winter wandering with Rosie and Nigel, by Richard Skinner

Having not been out in my 25/30 (Rosie) for some months due to lack of time and bad weather, I thought it best to give her a check over and get her out for some exercise. The first thing that greeted me when I uncovered her was heavy condensation and it was on both sides of the windows! A slight white mould on the passenger side seat squab, which was wiped away easily. My choke mechanism needs adjusting slight as it wasn't quite closing as it should. Nevertheless, after a short prod on the starter, she purred into life. I checked the oil level, pumped the tyres and a slight top up of coolant. I trundled down to Hanworth where there is an Art Deco petrol garage and the original neon can still be seen.



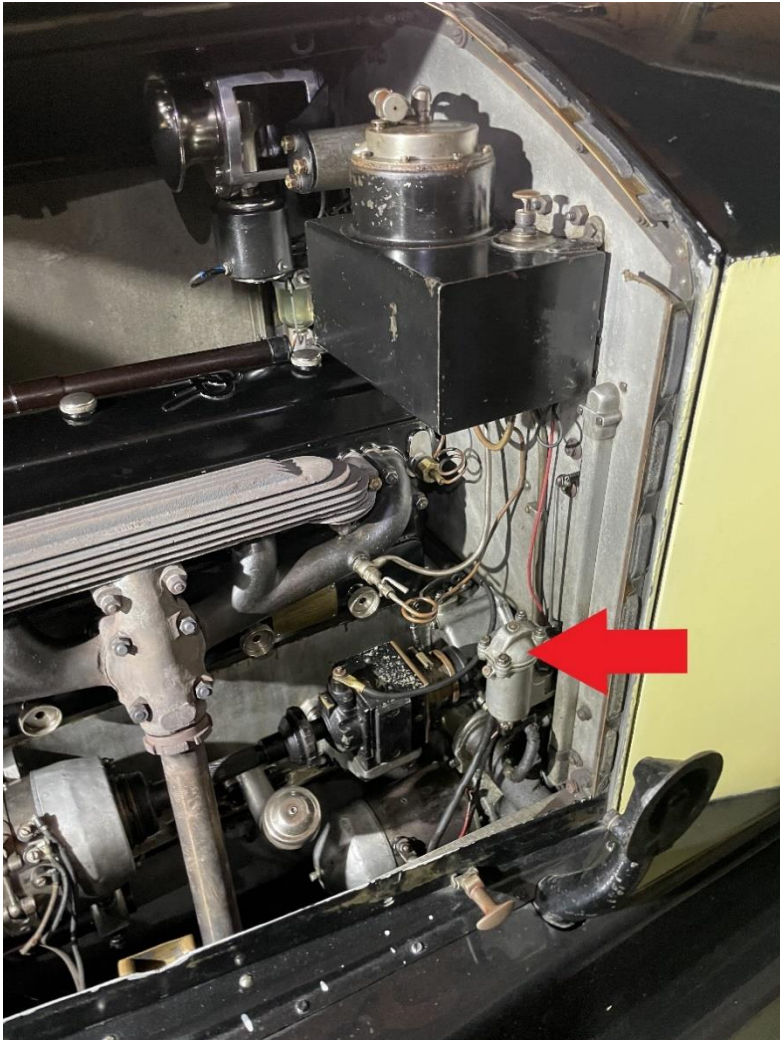
All this preparation and checking was done on Boxing Day. I had previously arranged with Herr Sandell that we would drive to the classic car meeting at The Black Swan in Ockham on the following morning 27th December. A very chilly 4 degrees when we set off at just after 8 am. However, we arrived at the venue for coffee and bacon rolls.

A small gathering of enthusiasts made it a fun breakfast meeting. we then decided to take a drive through into the Surrey hills to Newlands Corner beauty spot. More coffee and swapping notes proudly claiming that we had been pulling top gear up some big hills leading to Newlands!

Great stuff. we drove back via the villages of Ripley, Pyrford, West Byfleet, and Walton on Thames, by passing Brooklands for good measure. We had a great winter wandering on our 25/30's which was topped off by sighting Alan Smith in his white silver shadow 1, just a mile from home! A rare sight by all accounts!

Fingers, by Will Bate1926 Rolls-Royce 20hp TO400, chassis number GMJ41

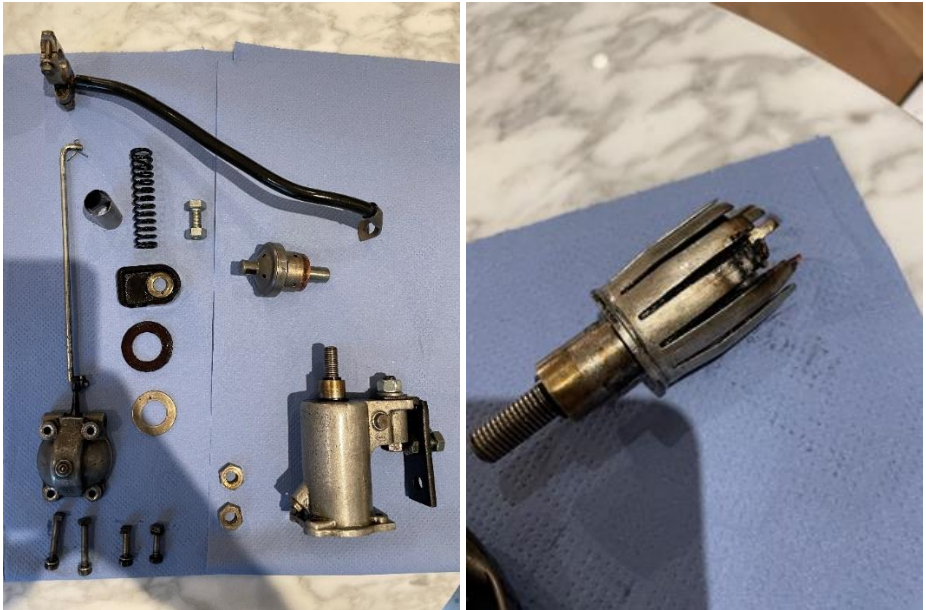
The foot-operated starter switch on a 20hp is interesting and consists of two sets of copper fingers bathed in oil.



The car had been running fine following an engine rebuild some months ago, but she failed to proceed one morning. I attempted to start her on the handle,

but quickly gave up, fearing broken bones. Upon removal and strip down of the switch, it was clear that 450k miles since 1926 had taken its toll. Some of the copper fingers were crumpled, others burnt, and others worn down. The result was the inability to use the electric starter.

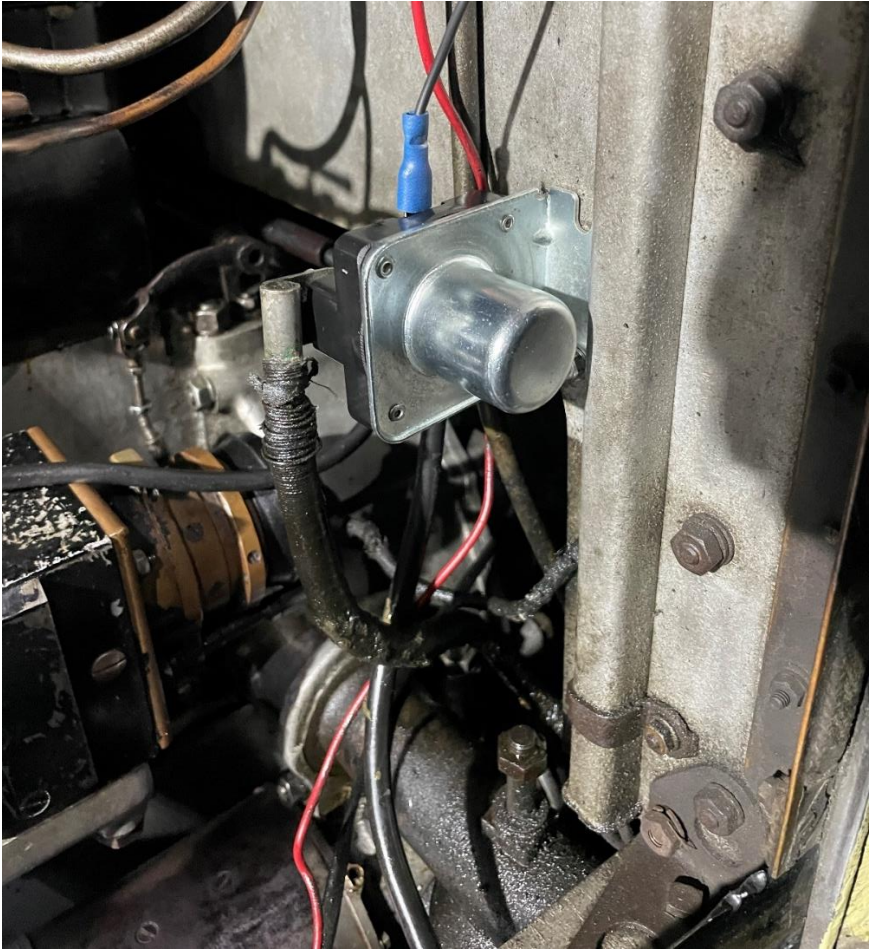
There is currently no new supply of copper fingers, so a workaround was required until new parts can be manufactured.



Left Starter switch component parts upon disassembly. The copper fingers were still in the casing at this point.

Right Copper fingers burnt and worn out.

I set about installing an electric solenoid in the exact location as the foot switch, which operates from a button on the dashboard. She is now about to proceed once again.



The temporary solenoid in place.

A reminder about subscriptions

Your 2023 subscription is now due. The rate remains at £10 per member or £15 for joint members. Please make a transfer to

Sort code 09 01 51

Account number 27058303

Account name Middlesex Section of the RREC

It would assist the treasurer if you could email the date and amount paid, together with your club membership number.

Tyres, some notes taken by the editor at a talk by a representative of *Tyre Safe*

Shobha and I are both members of the IAM and we recently listened to a talk by***** of **Tyre Safe**, a charity which seeks to improve understanding of safe tyres.

We often hear of the causes of accidents in the context of mobile phone usage, driver error and so on, but tyre faults are a major killer. We were advised the following interesting statistics.

70% of the old tyres removed by fitters have less than 2mm of tread left and 27% are below the legal limit of 1.6mm. The difference between 2mm and 1.6mm is half the thickness of a credit card.

The back street part-warn tyre sellers are completely unregulated. Their growth has been fueled by the ban on tyres going to landfill introduced 10 years ago. **Ninety-four percent** of a sample tyres sold by such sellers were found to be illegal in terms of wear and damage. Apart from the safety aspect, from an economy viewpoint a new budget tyre is also infinitely better value than a dodgy s/h one.

There are few legal requirements concerning tyres. The only age limit in UK law relates to a ten year limit for tyres on the steer axles of commercial axles. The oldest tyre found by accident investigators was made in 1981, this was on a car in daily use!

The mix used in the compounds changes in cold weather and starts to become very significantly harder (and less grippy) below 4deg C.

Because of their phenomenal instant torque, electric car tyres have less tyre tread when new because the block pattern of tread distorts when very high torque is applied in an instant.

Only 7% of new cars are supplied with a full size spare wheel and tyre.

When fitting new tyres to your modern front-wheel-drive car, it is better to have the newer grippier ones at the rear rather than the front to maximise the understeering characteristics found on all fwd cars.

For more information about Tyre Safe see www.tyresafe.org

Belgium – More than Chocolate and an Aging Football Team, by David Siegal

My eldest daughter, Rachel, has caught the travel bug and suggested we fill a few of the days between her coming home from University and Christmas Day with a trip to Brussels to visit the Christmas Markets. Isabelle was unavailable as was visiting a friend in New Zealand (a pattern is emerging here) so Sandra and I together with Rachel and Amelia headed to the Chunnel in the very early hours of Tuesday 20th December.

The next four days were wet to say the least with the rain only stopping it seemed to allow gale force winds the opportunity to make us feel even more miserable, but we soldiered on including trips to Bruges, Ghent and Antwerp. Antwerp was dangerous as we found ourselves in the *Diamantkwartier* (Diamond Quarter), but fortunately the nearby Chocolate Museum called *Chocolate Nation* proved to be enough of a distraction to Sandra and very interesting too.

But a man cannot live on Waffles and Chocolate alone so the *Autoworld* car museum in Brussels was added to the agenda. There is no on-site parking but the surrounding streets had ample spaces so access was easy. Autoworld is adjacent to the *Musee Art & Histoire* so we visited both despite cold feet and frozen toes.





Autoworld has about 250 cars on display with Rolls Royce and Bentley represented although not in great numbers. Tucked away in a corner was an early Silver Shadow with full length Webasto roof somewhat mysteriously with a blurb about Keith Moon, drummer with The Who, who I suspect never owned a mid '60s left hand drive Shadow. But you never know...

Belgian car manufacturers were naturally well represented but I must admit to only knowing of Minerva. Others included Apal, Edran, Gillet, Imperia and Vivinus.



On the day we visited, a Ferrari display was the theme and it included my personal favourite growing up, the 365 GTB 4 Daytona displayed in an enormous box mimicking those we all know from buying toy cars.



The mix was eclectic, and I found myself drawn to a Lotus Carlton and the Ferrari engine powered Lancia Thema displayed behind it.





As you'd expect there is food available onsite and the ubiquitous shop on the way out where you can buy amongst the other must haves a model of a Renault Fuego Turbo!

If you find yourself in Belgium, I strongly recommend both a visit to Autoworld and an umbrella. Don't forget you'll need to register your car as compliant with the Belgian equivalent of ULEZ in order to drive in some cities, but this is an easy process. A Google search will take you to the right websites to do this.

Have you discovered any car related venues worth visiting on your travels either home or abroad? If so, please share details with the committee so we can publicise it to all the section members.

David, Sandra, Rachel and Amelia Siegal

Other cars are available

ULEZ – A Cautionary Tale, by David Siegal

Having had semi-retirement foisted upon me (that's a whole other story) and as a result now working from home permanently, I decided to review the car situation at Chez Siegal due to the low mileages being covered.

So, the Range Rover I never warmed to and the Continental GT Speed that I most certainly did both made way and were replaced in April by an auction purchase – a 2005 one owner Mercedes E55 estate. Under the bonnet is a 5439cc supercharged V8 producing 476bhp and it is as quick as it sounds as the Driver Speed Awareness Course, I'm attending next week will attest to!



The previous owner lived inside the current ULEZ zone in Chiswick and assured me that he'd never paid the charge. I logged on to the TFL website to double check and a message popped up saying they didn't know whether the car was compliant or not and I should proceed to the next page and provide evidence.

The next page just asked for payment, so I logged out in a huff.

The TFL website says that petrol vehicles must be Euro 4 or have NOx emissions equal to, or less than, 0.08 grams per kilometre. My car's V5 states the NOx to be 0.024 g/km so I convinced myself no further action was required.

Then the Penalty Notice arrived stating clearly that the car was not exempt. I currently live just outside the ULEZ zone but will be inside next Summer when it's expanded so (panicked) thoughts immediately sprung to mind about how best to sell the car.

I appealed the fine, but had a couple of occasions to drive in the zone so paid the £12.50 during the process. One of these was to have the car serviced in a garage so close that I walked home after dropping him off but crossed the North Circular Road.

TFL required either a Certificate of Conformity or a letter from the manufacturer stating the car is compliant. They will not accept sight of the V5 or a letter from the manufacturer's customer service team. Fortunately, Mercedes were very helpful and provided the information in a format TFL accepted.

So, I requested that I be refunded the two £12.50 fees I'd paid only to be refused as it's my responsibility to ensure the car is correctly registered as exempt. The fact they'd changed it from compliant under the ownership of the previous owner to non-exempt when I bought it was irrelevant.

And they still try to convince us it's not a means to bash the motorist whilst raising a few bob to boot!

David Siegal

(As readers may know, our secretary often needs to drive into London and successfully avoids the evil ULEZ scourge by using a pre-1982 vehicle. A cunning plan which seems to provide a good solution whilst providing another excuse for a classic, I might try it- ed)

HAPPY BIRTHDAY FLYING SCOTSMAN, by the grandson of a railwayman



The Flying Scotsman is probably the most famous railway locomotive ever made. The Scotsman was designed by Nigel Gresley (great forename!) in the Doncaster works. It took to the tracks in October 1922 at a cost of £7,944. Henry Royce also did his apprenticeship at the Great Northern Works in Peterborough. The loco would pull the most famous train of all on the East Coast mainline from Kings Cross to Edinburgh.

Back in the day, this still took 8.5 hours non-stop. Gresley had the idea of two tenders and a corridor in the tender so the crews could be changed without stopping. The locomotive could then carry more coal and more water to do this massive journey.



As a small boy, I had a Hornby 00 Flying Scotsman on my railway at home. It had real life smoke and of course two tenders that chuff-chuffed also!

My grandfather on the Sandell side of my family worked on the Southern Railway for 48 years until he retired.

In 1963, the year I was born, the Scotsman was bought by Alan Pegler. He was allowed to run the Scotsman on British Railways from 1963 until 1969. Alan Pegler then decided to take the Scotsman on a tour of the USA and Canada. Before the

Scotsman left it had a farewell launch of the tour of America at Olympia in London. Pegler had come up with the idea of taking the train on a trade mission across America and Canada. The loco was modified for the tour (a cow catcher was fitted to the front, a bell and headlamp were also fitted). After the train was on display at Olympia, it then arrived at the rugby sidings in Twickenham. That day, my grandfather was working the signal box on the end of Twickenham station. In the evening we had a preview of the entourage which was about to leave for America. As a six-year-old boy, I can still remember travelling through the train and the two tenders onto the footplate!

In 2003, for my 40th birthday present, Jackie had purchased a day out on the Orient Express behind the Flying Scotsman and a rake of Pullman coaches! We were served a champagne breakfast before being whisked off to the Cotswolds, a tour of the Cotswolds and a silver service dinner on the train in the evening. A fabulous and very memorable day.



Moving forward to 2022. The Scotsman is now 100 years old and in October 2022, I had the privilege of meeting with one of my heroes. The loco was out on loan from the National Railway Museum and pulling special trains for it's 100th birthday. I was visiting Swanage with my family in October and there she was on the privately owned Swanage Railway! For a mere £5 you could travel through the tender and onto the footplate.

Oh, happy day!



Nigel Sandell

2023 Middlesex Section Events

18th February

Twickenham Rugby Stadium Tour, details from Nigel Sandell

Grab a backstage pass to Twickenham Stadium to explore the Home of English Rugby as you've never seen it before.

10th March

Poppy Factory Tour, details from Nigel Sandell

The Poppy Factory has been an integral part of Richmond since the 1920s. Today they still make Remembrance products in the factory.

29th April

Road Run, details from Richard Edgell

A popular event and scenic drive through the villages of Nasty and Ugley. With a pub lunch followed by a visit to Jonathan Wood's fabulous workshop in rural Essex.

13-14th May

Beaulieu Auto Jumble, details from Richard Skinner

A weekend of automotive enjoyment will bring together all manner of motoring spares, automobilia and historic vehicles for sale, with hundreds of stands to browse in the busy event fields

22nd July

Bentley Priory, details from Tony O'Brart

As Headquarters Fighter Command, Bentley Priory played an incredibly important role in one of the most pivotal moments in modern world history, the Battle of Britain.

20th August

Tewin Classic Car & Craft Show, details from Richard Edgell

The Friends of Tewin expect 500 classic cars and 40 craft stalls at this wonderful village show in rural Hertfordshire.

Please see the events section on our website for booking details www.rrec-middlesex.co.uk

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