



Summer 2021  
Middlesex Section  
Magazine

## **MIDDLESEX SECTION COMMITTEE MEMBERS**

### **Nigel Sandell - *Chairman***

1979 Rolls-Royce Silver Shadow II

1997 Rolls-Royce Silver Spirit



### **Will Bate - *Secretary & Website***

1953 Bentley R-Type

1979 Rolls-Royce Silver Shadow II

2007 Bentley Arnage T



### **David Siegal - *Treasurer & Membership***

1963 Bentley S3 Continental

1981 Rolls-Royce Camargue

2015 Bentley Continental GT Speed



### **Richard Edgell - *Magazine Editor***

1925 Bentley 3 litre Tourer Gurney Nutting

1929 Rolls-Royce 20hp Weyman Saloon

1935 Bentley 3.5 Drop Head

1951 Bentley Mk VI



### **Tony O'Brart - *Committee Member***

1979 Rolls-Royce Silver Shadow II



## EDITOR'S RUMINATIONS JULY 2021

Welcome to our second RREC Middlesex Section magazine in a proper printed form. As in January I have drawn upon a variety of contributions from Section members to provide you with a good read, perhaps in a traffic jam somewhere on the way to a club event. As you know I have handed over to Will Bate as Secretary and I shall concentrate on producing the magazine and organising a few events.

The first of our events will be our Road Run in the Surrey Hills on Saturday 17<sup>th</sup> July. You should have received a 'flyer' on this from David, but if you missed it, please let me know if you wish to join in. We shall start at The Winning Post at 9.30am and finish in the afternoon with a pre-booked lunch at The Parrott Inn a few miles South of Dorking.

A full list of section events is listed at the back of this magazine. Further details will be sent out full details by email as the season progresses and our programme evolves.

In this magazine we learn how David has rectified the vacuum created by the disposal of his Corniche. It seems that Parker the Camargue may have a few tales to tell. We have another article from Tim Neale titled 'Luton and the Ford Motor Company Massacre' which covers a number of interesting subjects.

I am grateful to Ben Grew, for allowing me to reproduce his article on some of the buildings in the West End with Rolls-Royce connections. Ben was bought up in Kingsbury NW9, famous for its Bentley and Vanden Plas associations.

Our restless Secretary has been on the acquisition trail and writes about his latest Love-Hate relationship, this time with a Silver Shadow II. Meanwhile I have decided to let the James Young go and it is now in very appreciative and sympathetic hands, another vacuum to be filled?

I had a great day at Burghley and had a word with Lisa to apply for my 30 year badge. Tony O'Brart will also have been a club member for 30 years this year and has given us a few thoughts on the thirty years.

The well-known Yorkshireman Paul Brittlebank has kindly provided our *Other Cars are Available* article written by Noel Stokoe on Jowett of Bradford.



## THAT'S BETTER



### *The Camargue shaped hole has been filled!*

The “Wanted Ad” placed in Spirit & Speed paid dividends with two cars being offered. The first was a 1982 car in Seychelles Blue that had been modified by Hooper. I liked the interesting history and colour scheme but was worried about what horrors the Everflex roof and chromed sills and wheel arches might be hiding. Preferring originality, I decided the Hooper modifications weren’t for me.

I then heard from Richard that he was thinking of selling his 1981 Larkspur Blue with Turquoise interior after thirty years ownership and would I be interested? A standard car other than the Harvey Bailey handling kit with just 53,000 miles sounded promising and it’s a later Mineral Oil car so more “Silver Spirit than Silver Shadow” as was explained to me in appropriately simple language. The four previous owners included one dealer for ten days (why did they do that?) so that left three which is reasonable. Richard does his own maintenance on all his cars so the car lacked a “traditional” service history file full of invoices so an inspection was essential. Nigel sprung into action, headed North up the M1, and checked the car from bumper and bumper before declaring that he was satisfied it was indeed a “good car” although he recommended a few issues be dealt with sooner rather than later. Richard and I agreed a price over the next day or so and JRH0050628 was coming home with me.



*Fortunately, blue is my favourite colour.*

### *A Mysterious Past*

The Camargues built immediately before and after PDF10W, or Parker as he is now known, were owned by Roger Daltrey of “The Who”, HRH Prince Mohamed Muda (the younger brother of the Sultan of Brunei) and the appalling Jimmy Savile. At first glance it appeared that Parker had lead a very sheltered existence by Camargue standards, but then the Construction & Test Records arrived from The Hunt House and that all changed.

I’d already noticed from documents provided by Richard that a previous owner, an accountant who lives not far from me, had written a letter stating he had bought and sold the car from D E Wheeler Ltd on 11<sup>th</sup> July 1983 and 1<sup>st</sup> October 1987 respectively. These dates did not match the copy logbooks which showed the subsequent Registered Keeper was Alpe & Son Ltd (a motor trader) as of 20<sup>th</sup> March 1990. What had happened between October 1987 and March 1990?

Tucked away in the back of the records were four documents unfortunately barely legible in places.

**City of London Police Unit Serious Fraud Office – 19<sup>th</sup> September 1989**

*This letter to Rolls Royce Crewe explained they are “investigating the theft of monies from Banking Institutions in London and would be grateful for any assistance” they can give to Samuel Canavan of Corporate Investigation Ltd.*

**Corporate Investigation Ltd – 20<sup>th</sup> September 1989**

*This letter from Samuel Canavan explains that their “subject of interest is an individual who uses the name Baron Anton de Kassel (amongst others). He is currently wanted but is believed to be in France, possibly in the Bordeaux region. He is known to use Rolls Royce vehicles and intelligence reports suggest that he is currently in possession of two such vehicles. When in the UK, the vehicles bore UK index marks, but these may have been changed. The vehicles are:*

*Rolls Royce Camargue, index mark PDF10W, chassis no JRH50628  
Rolls Royce Silver Shadow, index mark MKU736P, chassis no SRH18340*

*We would be greatly obliged if you will check your chassis records and advise us where the above vehicles have been serviced during the past year or so. The name and address of the dealer carrying out such work and of course any contact address or number for De Kessel which the records may reveal would greatly assist.”*

**RR Group Service – 3<sup>rd</sup> October 1989**

*This Fax to Peter Savory states “Could you please make very discrete enquiries in the Bordeaux area to confirm that a gentleman by the name of Baron Anton de Kessel is still in the area using either of the above motor cars.”*

**Peter Savory – 3<sup>rd</sup> October 1989**

*Peter replies to Maurice Parkes that “The Camargue was at a Garage in Bordeaux ten days ago. It was not at our dealers Stewart and Arden. Believe address of Kassel (or whatever he’s called) is:- xxxxxx”*

## *Conclusion*

Looks like Parker isn't quite so innocent after all. I can only assume that the mysterious Baron acquired the car from the now defunct D E Wheeler Ltd and being a fraudster didn't pay so they understandably did not update the DVLA to make him the Registered Keeper.

Alpe & Son Ltd had the car in March 1990 not long after these letters were exchanged. Looks like one more previous owner than I thought but what concerns me more is that my S3 also passed through D E Wheeler Ltd's books at some point in his history. Better not think about that too much!

Did the Baron get his collar felt and the car was confiscated? I keep seeing visions of Detective Inspector Jack Regan and Detective Sergeant George Carter of The Sweeney snarling "Get your trousers on, you're nicked" and "We're the Sweeney, son, and we haven't had our dinner yet". If only.....

## *And finally*

I do like a coincidence even if I don't normally believe in them. I Googled "PDF10W" to see what I'd find and an image appeared of him outside Mann Egerton (which is where Richard bought the car) on a car spotting website with pictures of all makes and models of interesting cars. But scroll along two images and there is a Seychelles Blue 1982 Hooper Camargue. Yes, that one!

<https://supercarnostalgia.com/blog/car-spotting-with-david-irvine-part-2-1983-amp-1985>



## **LUTON and THE FORD MOTOR COMPANY MASSACRE**

I've noticed of late that I'm beginning to stray away from the subject of motoring or transport. This is quite natural as words we use are intertwined with these subjects and in everyday use.

Anyone who has hired "A man with a van" or decided to move house themselves has more than likely plumped for a Luton van with extensive storage over the cab. The design was developed in the early 1930's by The Bedford Truck Company of Luton to help transport goods of a lightweight though a big volume such as straw.

And what was Luton famous for? Straw hats which is celebrated today by referring to their football team as "The Hatters". The correct term for the part over the cab is peak as in peak cap but would that name have caught on as well?

The town of Luton is also famous for cars and has an airport the former Vauxhall Iron Works was founded in 1857 at 92, Wandsworth Road, Vauxhall in South London. Today's idea of the original Vauxhall area is different from the cultivated park and gardens established before the Great Fire of London in 1666 and as mentioned in Samuel Pepys diaries.

In 1905 Vauxhalls outgrew that site and moved to our neck of the woods where it still carries on today though owned by a French conglomerate and in a much-reduced form.

Other manufacturers have interesting histories as well, such as Volkswagen which freely translated means Peoples Car and was originated in Germany under the Nazis.

Clearly a prized target during the last war for allied bombers as the factory went over to military production and paid the price. After the war they found themselves in the British sector and Major Ivan Hirst decided to encourage locals to get production going again and as they say the rest is history.

The whole factory had even been offered to Henry Ford II for free but he didn't think it was worth it.

On his side of the Atlantic Ocean earlier during the Great Depression in 1932 the workers of Ford's Dearborn factory were protesting about wages and decided to hold a peaceful hunger march from Detroit to Dearborn.



About 4000 set out peacefully but were stopped by local police backed up by Fords security personell.Fords men opened fire into the unarmed crowd who were then joined by the local police also firing resulting in 5 deaths and over 60 wounded. This has gone down in history as "The Ford Massacre" and how many owners of this make know its bloody history which wouldn't happen today with social media.

We in Britian are no better in our own way though guns don't seem to be our first choice for law and order.In 1834 in the county of Dorset a group of farm labourers decided to get together and form a society to protect their income from being cut again.

I suppose you could say they were the founders of the trade union movement which the landed classes were trying to stop bearing in mind The French Revolution. They were arrested and appeared before a local magistrate who just happened by coincidence to be a land-owner and decided an example should be made of them and sentenced them to be transported to Australia for 7 years.

When they arrived, they were placed on farms as labourers but back home a ground swell for their release became a torrent and 3 years later these 'Tolpuddle Martyrs' were pardoned and returned back to Britain. All this happened without the Internet or an on line petition so in its own way justice was available in those days but maybe a lot slower and more selective.

Nearer home and in most of our lifetimes in a vicarage in St Albans a group of talented musicians were practicing in the hope of the big time. Maddie Prior and Tim Heart were founder members who went on to form and appear for many years with Steeleye Span. How many of us remember and sing along with "All around my hat" a folk-rock classic featuring her unique voice.

Our area seems to attract well known personalities as at a house in Cannon Lane, Pinner a baby was born who was destined to become outstanding in his own field. I refer to monocle wearing and amateur xylophonist Patrick Moore who presented 'The Sky At Night' for over 50 years and 700 episodes until his death at the age of 89.

Or literally just around the corner lived a man who will always be remembered for "Fork Handles", Ronnie Barker a favourite of virtually everyone.

Tim Neale

## The auction purchase - A love-hate affair

My purchase of a 1979 Rolls-Royce Silver Shadow II from an auction in December 2020 certainly made the close of last year rather exciting. The shock of my purchase only actually sunk in the following day or was it that night waking up several times in disbelief about what I had done. However, on auction day I had successfully managed to drive the car home and apart from a fuse blowing when the kick down was depressed, all was well.

24 hours later and I found myself travelling westbound on the M25 and heading for repairs. It was with pouring rain, freezing cold, due to an inoperable heater, and the car would barely hit 60mph. I again thought 'what have I done'. I would not see the car again for about a month while comprehensive reconditioning was carried out. This included critical items like fitting new brakes, fixing air conditioning, power steering and other service items. When I finally collected the car and got it home at the end of January, it sat in the garage and was utterly unloved. I had not bonded with the car at all and so much so that in February I had serious thoughts about moving it on. Still in shock I discussed the matter with a friend who wisely asked me if I had yet done a good 200–300-mile journey in the car and that doing so might help me to bond with the car. My reply was no due to lockdown and not really having too many places to go at that point in time.

Fast forward to June 2021 and the engine oil in the car barely has the chance to get cold. I have now covered almost 3000 miles in 5 months, and I am addicted to the Shadow II. The hate had turned into love and I recently had another chance to think about the whole episode. I still cannot believe that I bought the car and that I have a seemingly never-ending list of jobs to do, but overall, I'm glad that I took the plunge and, in some ways, wish I had done it years ago. The Shadow II has surprised me in so many ways and has the big benefit of classic motoring but with all modern luxuries. For example, you can waft around in absolute comfort with the effective split level air conditioning. Driving is made easy due to a good automatic gearbox with very light gear selector, power brakes and perfectly weighted light, but communicative power steering. The steering wheel itself is nice to hold. Other items like power windows, powered locks and even an FM radio make using the car even easier. The 6.75 litre engine starts well, whether it is hot or cold and has a lot of power to make the car usable on all

occasions. Other small items I like are the ticking clock, which sometimes is really the only thing you can hear as the engine is so quiet, head and arm rests and the green hue to the instrument panel at night.



SRH 36068 was first registered in 1979 to Charles Edward Brain, an ex-WW2 RAF fighter pilot and owner of Brian Haulage. The car was originally willow gold with a green parkertex savoy velvet interior. In the late 80s his company ran into financial difficulties and the car was stored for some 20 years. The second owner recommissioned the car and changed the exterior colour to le mans blue and re-trimmed the interior in leather. As the third owner and upon my purchase, the car had covered 50k miles.

Will Bate

## SOME THOUGHTS ON 30 YEARS MEMBERSHIP FROM TONY O'BRART

I received our new Membership card recently and to my surprise, I will have been a member for 30 years in November this year. Over the past few years we have attended many events, made a lot of new friends, enjoyed driving our Shadow II around England, Wales, France. The membership card when presented has gained entrance to many events, a press evening to "Bond in Motion" in Covent Garden, Bonhams Car Auctions at The RAF museum at Hendon and many more. It seems that dressed up in a sports jacket white shirt tie and black trousers showing the RREC membership card opens doors.

My wife and I joined a South Western Section for trip around North Wales, stayed in a beautiful boutique hotel, enjoyed the company of some 35 other members. We visited The Real Car Co., Swallow Falls and many other interesting places in our 5 days, plus entertainment in the evenings after great dinners.

We have helped in arranging a few events in our own area including Denbies Wine Estate with a trip up into the hills of the North Downs pulled by a Land-Rover to see how the vines grow without watering. Our regular monthly meetings at the famous Ace Cafe on the North Circular Road near Wembley on the 2nd Tuesday every month make a great venue and a chance to invite new members to join our exciting club.

Tony O'Brart



# Rolls-Royce & London

By Ben Grew

Next time you are in London and have time on your hands, you might like to take a look at a few buildings that have Rolls-Royce connections. They are all fairly close to each other so you wouldn't have too far to walk.



First of all is 35 Hill Street, Mayfair. This is just off Berkeley Square and Jack Barclay's showrooms and you will no doubt be aware that this is quite an exclusive area to live in London. On the 27<sup>th</sup> August 1877 Charles Rolls was born at No. 35.

Today it's a Listed Building so cannot be demolished. Other notable tenants in Hill Street included Lady Astor in the 1940s, numerous Earls, Barons, Lords

and Knights of the Realm. A ground floor flat in one building nowadays would cost you anything between £5m and £6m.

Walking back to Berkeley Square, past Jack Barclays and you will come to Conduit Street. It was at No. 13/14 Conduit Street that Rolls Royce had their showrooms and sales department.

Various departments were located in the building –

Top floor - Arthur Sidgreaves and the export department.

Third floor - Aero department under H. E. Pooley.

Second floor - Board Room and some offices including Claude Johnson's.

First floor – The Trade Order Office and the Retail Order Office.

Ground floor – The Showrooms under the control of Major Len Cox

This was the site of Charles Rolls first showrooms in the west end and a plaque on the wall commemorates the fact that he worked here between 1905 and 1910.



The photograph on the left on the next page of 13/14 Conduit Street was taken around 1929 whilst the one on the right was taken in 2002 when Rolls-Royce had long since gone.



*13/14 Conduit Street in 1929*



*13/14 Conduit Street in 2002*

Just round the corner from Conduit Street is New Bond Street and it was at No. 27 New Bond Street that Park Ward & Co. Ltd, had their showrooms.

Today New Bond Street is one of London's smartest streets and the rents would probably be far too high for any coachbuilding company

When you look at these "Then & Now" photographs, very little of the actual façade has changed, gone is the old- fashioned look of the building and it's replaced with a light, modern look. The same can be said of the two Rolls-Royce showroom photographs on the previous page. The old pictures used in this article were handily taken from John Fasal's book *The Rolls-Royce Twenty*.

Rolls-Royce took a stake in Park Ward in 1931 and bought them out in 1939. In 1961 it was merged with H. J. Mulliner & Co to become Mulliner Park Ward'

It was Park Ward & Co who built the body on Capt. Cuthbert Foster's fabulous Bugatti Royale and which you may have seen in the Schlumpf Museum.

Capt. Foster was the heir to the Bird's Custard fortune, a company we mention elsewhere in this magazine.



*No. 27 New Bond Street in the 1920s and in 2002*

Now, we go back down New Bond Street, across Piccadilly to St. James' Street. Here at No. 54 were the coachbuilding showrooms of Hooper & Co.

This grand building displayed Hooper's latest coachwork on the ground floor while above were the offices of the Chairman, Capt. Hamilton and the two joint managing directors.

You will notice Hooper's proudly showed they were coachbuilders to His Majesty.



**OTHER CARS ARE AVAILABLE**

## **The Jowett Story**

Ben and William Jowett built their first car in Bradford West Yorkshire in 1906 it had a flat- twin engine with a 6.4hp rating. They tested this over a period of 4 years, prior to putting the car into production from 1910. The first batch of 12 cars was built between 1910 and 1911 these had a small flat boot, unlike the prototype whose body ended at the rear of the seat



The brothers soon realised that with the low RAC rating of 6.4hp, it was causing public resistance, as people at the time felt a car was inferior if its engine was too small. In true Yorkshire fashion the brothers altered the advertising saying that the car had a rating of 8hp, even though no alteration was made to the car at all. This did the trick as sales then took off and never looked back. Ironically, the RAC ratings were changed soon after this and the cheapest rating for road tax was now 7hp, so the brothers now re-branded the car as a 7hp even though the engine remained unchanged at 6.4hp – another fine example of Yorkshire logic at work!

Between 1912 to 1916 a further 36 cars were built, with many modifications and improvements being built-in, the most noticeable of which was the introduction of a steering wheel in 1914 in place of the tiller steering. This was probably the last production car to use tiller steering – us Yorkshire Folk don't like change! Soon after this, all car production ceased, and the factory was turned over for munitions work for World War 1.



*1923 Long wheelbase Van*

Benjamin wanted to form a new company and build a new purpose-built factory for the reinstatement of car production. A worked-out stone quarry was found on the northern outskirts of Bradford at an area known as Five Lane Ends, Idle. It was looked at and purchased by the brothers. This site, at the time, was in open country, but was on the tram link into Bradford. They were able to buy the site for £100 due to the limited potential of it. The brothers then sold tipping rights to Bradford Council, which in effect meant they paid nothing for the site at all!



### *1933 Flying Fox*

Things moved quickly, the new factory was built during 1919 and the company, 'Jowett Cars Ltd,' was registered on 30<sup>th</sup> June of that year. Many items of Government surplus machinery were purchased including brazing hearths, blacksmiths forge, and a case-hardening plant, so everything was ready for car production by early 1920.

Throughout the 1920's all Jowett models used the flat twin engine, which was advertised as "The little engine with the big pull," it earned this reputation as it had great hill-climbing qualities. The Jowett built up a reputation as a rugged, no-nonsense car which was cheap to buy and maintain. The same flat-twin engine was used in all the Jowett car and commercial models produced during the twenties and most of the 1930's.

In 1935 there was a major departure for Jowett with the introduction of a flat-four engine fitted with twin Zenith carburettors with a 10hp rating. This was fitted in the new Jason and Jupiter saloons. This engine was well received but the body styling was not! The models had a steeply raked radiator and rear, as it was Jowett's answer to streamlining which was in vogue at the time. Needless to say, Jowett buyers threw their hands up in horror, as it was far too futuristic for Yorkshire Jowett-folk! In view of this, Jowett's chief designer, Reg. Korner, was asked to design a new much more conservative body style for the 1937 saloons. The 8hp model using the two-cylinder engine and the 10hp model using the four-cylinder engine, these were identical in appearance and proved much more acceptable to Jowett owners, and sold well up to the outbreak of the war.



*1935 Jason F*

During the war the company again converted over to the war effort and produced munitions. In 1942 Jowett took the bold step of appointing a young designer called Gerald Palmer, whom they had head-hunted from the Nuffield Group, to work on a new saloon model to be ready by the end of the hostilities. The car he was to produce would be the Javelin saloon.

The Javelin was the first all-new car after the war and is now regarded as one of the best post-war cars ever produced, and years ahead of its time. It had an all-new flat-four cylinder 1.5 litre engine and flowing body design. The Javelin was launched in May 1947, but due to post-war shortages it was not until mid-1948 before they became available, and even then, most went for export. To keep public interest in the car Jowetts went rallying in them, and had class wins in 1949 in the Spa 24- hour race and the Monte Carlo Rally, they became a very popular car with rally drivers in the early 1950's with some notable successes, in all a total of 22,700 were built.

Due to these fine sporting achievements, Jowett felt there was a market for an all-out sportscar, so the Jupiter was born. It used Javelin mechanicals, but had a new tubular chassis designed by Prof. Eberan von Eberhorst of ERA. The car had a top speed of over 80 mph. ERA also built a coupé body, but this was not acceptable to the Jowett board, so an open-topped sports car was designed in-house, again by Reg Korner. Jupiters won their class at the Le Mans 24-hour race in 1950, 1951 and 1952, the only years they were entered; they also had class wins in the Monte Carlo Rally and other international events. Only 900 were produced, which included approximately 90 special-bodied cars where rolling chassis were supplied to independent coachbuilders.





### ***Bradford Utility***

Whilst all this activity was going on with the technically advanced Javelin and Jupiter, the Bradford van was being produced. This was based on the 1938 8hp commercial which was re-vamped with a new radiator ready for the post-war market. It was powered by the flat-twin horizontally opposed engine,

which was basically the same as the one in the original prototype of 1906. I have to say that it always amuses me to think that the Bradford was pre-war in every respect and was in production at the same time as these other more stylish models. Ironically, the Bradford was the most successful model that Jowett's ever produced, with 38,000 of them being built. It was the only post-war model to make a profit for Jowett's and helped fund the Javelin and Jupiter!



***1952 Javelin***



### *1952 Jupiter*

Sadly, things started to go wrong for Jowetts soon after the Javelin became more widely available, head gaskets were prone to blow, crankshafts broke too regularly, but the final straw came when Jowett's tried to save money in the early 1950's by building their own gearbox instead of sticking with the Meadows box which they bought in. This became a nightmare as the boxes often jammed when two gears engaged at the same time. This led to the public's perception of unreliability, and sales slumped. The company ceased trading in late 1953, with the last few Jupiters being built in early 1954. The company did not go bankrupt, which is often suggested, they settled all outstanding creditors in full. The factory was sold to International Harvester, the tractor manufacturer, where many of the Jowett workforce stayed on with the new company.

Jowett's have always seemed to have been an enthusiast's car, and still have and always had an enthusiastic and strong following, which is why there are so many survivors today. The Jowett Car Club is the oldest one-make car club in the world, being formed in 1923, a fact we in the club are very proud of. We have an active membership of approximately 600 world-wide; there are also Clubs in Australia, New Zealand, Denmark and the USA. We are now starting to plan our centenary celebrations for 2023, which will be a very special year in Jowett circles!

**NOEL STOKOE Press Officer and Librarian Jowett Car Club.**

## **FORTHCOMING EVENTS**

### **JULY**

**Sat 17th Road Run - Richard Edgell**

**Fri 23rd Section Weekend Derbyshire – Nigel Sandell**

**Sat 31st Silverstone Classic**

### **AUGUST**

**Sun 1st RREC North of England rally**

**Sat 28th RREC South of England rally**

### **SEPTEMBER**

**Sun 12<sup>th</sup> Visit to Shuttleworth Collection - Tony O’Brart**

### **OCTOBER**

**Fri 15th On the Buses – Will Bate**

**Sat 30th RAF Hendon - David Siegal**

### **NOVEMBER**

**Sat 20<sup>th</sup> Workshop Open Day – Nigel Sandell**

### **JANUARY 2022**

**Sun 16th AGM**

The future. Antonello Lusso has sent us this lovely photo of his grandchildren in the back of his ideal family car, a 1979 R-R Silver Shadow II



# N. SANDELL



Specialising in Rolls-Royce  
& Bentley Motor Cars



SERVICE • RESTORATION • SALES • COACHWORKS

Units 7&8  
Isleworth Business  
Complex  
St Johns Road  
Isleworth  
TW7 6NL

Phone:  
020 8758 2322

Email:  
[information@nsandell.com](mailto:information@nsandell.com)

Website:  
[www.nsandell.com](http://www.nsandell.com)

At N Sandell, we strive to bring you the best in terms of quality and professionalism. Having specialized in Rolls-Royce and Bentley motor cars for 21 years in our West London base, we have a wealth of experience with a large variety of cars.

