



Winter 2022

Middlesex Section Magazine

MIDDLESEX SECTION COMMITTEE MEMBERS

Nigel Sandell – *Chairman*

information@nsandell.com

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*

wbate@northpole-it.co.uk

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

2015 Bentley Continental GT Speed



Tony O'Brart – *Committee Member*

tony.obrart@gmail.com

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



EDITOR'S RUMINATIONS JANUARY 2022

Welcome to our third RREC Middlesex Section magazine in a proper printed form. As before I have drawn upon a variety of contributions from Section members to provide you with a good winter read. As you will understand, printing and posting a magazine does cost more than sending out an email, but I believe that most of us appreciate a tangible document, let me know what you think.

I photographed our cover car in Regent St on the eve of the 2021 London to Brighton run. It not a Rolls-Royce, nor was it inspired by or copied from the early Manchester-built Royce car, but the resemblance to the Royce radiator is very striking. I am grateful to John Boothman, fellow Derby Bentley enthusiast and long-time owner of this rarest of cars for telling us about it in his article in the Magazine.

The committee are very pleased to welcome Richard Skinner as a new member. Richard will be helping organise events including our 2022 Road Run. Richard has recently acquired a pre-war car. So too have Nigel and Will, meanwhile I believe you cannot have too much of a good thing and have added a second Derby to the stable so as to keep me out of trouble.

David tells us how he has been getting involved and Will can now see out of his R-Type windscreen.

I have included reports on our visits to the Shuttleworth Collection and to RAF Hendon as well as Nigel's open day, together with lots of photographs. It is always good to see cars from eight or nine decades at our Section events

A full list of 2022 Section events is listed at the back of this magazine. Further details will be sent out by email in the Spring as our programme evolves.

This time's *Other Cars are Available* includes a couple of cars that adopted the R-R Palladian radiator.

Richard Edgell

Getting Involved

I was delighted to be asked by Ailsa who organises the RREC events to display my 2015 GT Speed on the club stand at the Classic Car Show at the NEC in November.

I'd been meaning to treat the car to a full professional detail for his sixth birthday treat and now I had the best possible reason – not being embarrassed at having the least shiny car in the show! So, eight hours of polishing later, I was presented with a not unsubstantial bill, but the results were amazing.



I delivered the car on the Thursday and headed home by train before returning on Saturday afternoon with Sandra to spend some time with family before making a day of it at the show on the Sunday. Mike Brewer of Wheeler Dealer fame stayed in the same hotel and ate breakfast at the next table, not that I'm star-struck you'll understand.

Ailsa and the team signed up twenty new members and booked an advert in The Advertiser for a person looking to sell a recently inherited car, but who had no intension of signing up.

Philip Brooks explained that he was keen to display a GT as there are so many in the club now that the possibility of starting a Register is getting serious thought. Five o'clock on Sunday was time to pack up and head out and was celebrated by all the cars on site hooting their horns which was a nice touch.

I was also fortunate enough to be invited by the BDC to take part in the London Classic Car Show a few years ago at the Excel where they had a parade of cars rather than just stationary exhibits. Here we are joined by Richard and by Brother-In-Law Warren in the back seat of my S3 Continental. Credit for the photo to Simon Hildrew.



Not being mechanically minded, fuel in the tank and air in the tyres is about my level of expertise, these opportunities to take part are a rare treat so I've decided to register the cars with a film extras agency and will report in the next magazine how I get on.

David Siegal

The TRICO Windscreen Washer System

For at least 10 years our 1953 Bentley R-type rarely had a working windscreen washer. As the car is used frequently, having such a modern innovation is a useful. I had only known the system to occasionally produce water and when it did, the painful sound of a struggling electric motor was heard. It was operated via a 70s black and white rocker switch attached to the bottom of the top rail. Above it however was a more official looking button, which when depressed did nothing apart from make a curious hissing sound.



Following a little research, it became apparent that the official looking button operated a windscreen washer system that worked via a vacuum, not an electric motor. This system operated a diaphragm in the top of the washer bottle which sucks fluid up onto the windscreen. My initial checks confirmed that that there was suction to make the diagram work and that the tubes to the windscreen for the fluid were operational. The original Trico washer bottle assembly was rusty and clogged up and failed to work following several repair attempts. Replacement parts would be required.



70s rocker switch

Work commenced to remove the aftermarket electric motor wiring from the fuse board, 70s switch, motor and old bottle. A new Trico washer bottle assembly was purchased from Flying Spares. Several hours were spent removing the old bracket and fitting the new bracket to the bulkhead before the new bottle was slotted into place. Some time was spent trying to figure out which pipe went where. The system didn't initially work so a small pin was required to unblock the nozzles on the jets. Following a little fettling, the system worked perfectly.



New Trico washer bottle assembly in place.

The system works by depressing the button on the top rail for about 5 seconds before releasing. Water is then squirted onto the windscreen for about 20 seconds. I have discovered that the system likes regular use every few months to keep the diaphragm free and working.



The old parts once removed.



See my page on the RREC Middlesex Section website for a video of the system in action <https://www.rrec-middlesex.co.uk/willbate>

Will Bate

Visit to the RAF Museum Hendon 30th October

Some thirty section members in thirteen club cars enjoyed our first visit to RAF Hendon since 2013 on Saturday 30th October.

Split into three groups, we enjoyed guided tours lasting close to an hour and a half which definitely enhanced the experience. One Guide, Peter, told the story of an RAF raid on Berlin in August 1940 that is widely reported to have damaged a garden shed and injured two civilians but had enraged Hitler so much that he ordered the focus of attack be moved away from Fighter Command to blitzing our cities instead. Peter told us that in actual fact the two civilians later died of their injuries, a fact he knew as they were his maternal, ironically Jewish, grandparents.

A very special highlight for our section, of which we are all vicariously proud, is the recognition of Shobha Edgell's father and uncle both of whom are immortalised in life-sized cut outs. It was whilst attending a car auction nearly ten years ago that Shobha saw a picture of her father, wrongly described, and sought out the Museum Curator in order that he may correct the mistake. In gratitude he asked if there was anything he could do and shortly afterwards found himself personally guiding the section members around the Museum!

Will Bate's recent acquisition, a 1926 20HP Park Ward Saloon, TO4800, affectionately known as Daffodil was the earliest car in attendance. Also making a first section event outing was Richard and Michelle Skinner's 1936 25/30, PSU565, looking suitably rugged with Blockley tyres all around. The baby of the bunch was Fiona and Martin Mills' new Bentley Bentayga, Y6 MJM. The range of cars was eclectic and also included, but was not limited to, the following representing the various decades:

1950's	R Type	HHS320	Bernard Tompkins
1960's	S2 Continental	531LNX	Steve Dolan
1970's	Silver Shadow	GWW480N	Michael Marshall-Clarke
1980's	Camargue	PDF10W	David Siegal
1990's	Silver Spur II	LSU824	Nigel Martin
2000's	Arnage T	LJ57YPG	Sandy Nicol

Entrance to the Museum is free so we were pleased to donate £155. A fascinating Museum conveniently located not far from Junction 2 of the M1, we strongly recommend this attraction to those who could not join us.

David Siegal

1904 NORFOLK 10HP, by John Boothman

Old cars come and go, but one that is unlikely to leave the custody of the Boothman family is the 1904 Norfolk 10hp (registration number W456) bought for £200 by my late father in 1954.

Despite its East Anglian name, the car is Yorkshire through and through, the sole survivor of a batch of 12 built by the Cleckheaton engineering firm of A Blackburn & Co Limited in 1903-5. This company specialised in machinery for the cotton industry, but saw car production as a potentially lucrative diversification. However, a South American order for carding machines in 1905 meant that the project was abandoned; W456 is now the sole survivor.

The specification is entirely typical of its period. Power is derived from a simple two-cylinder engine mounted vertically at the front of the wooden chassis, driving the rear wheels via a three-speed gearbox and chains. The radiator bears some resemblance to the Palladian design adopted by Henry Royce in 1904.

There has been speculation that Royce saw the Norfolk on display at an exhibition in Manchester the same year, and that this inspired his own creation.

A charming feature of the Norfolk is that mounted on the top of the radiator is a cylindrical glass chamber, in which a miniature fountain plays when the engine is running to reassure the driver that the water pump is doing its stuff.

During the brief production run Blackburns commissioned a Sheffield firm, Cook & Wade, to add coachwork and sell the finished cars. Ours is fitted with a neat double phaeton body offering comfortable accommodation for four adults, despite the relatively modest overall dimensions.

Following his purchase, my father campaigned the Norfolk actively in the 1950s and 60s, both in regional VCC events and the world-famous London-Brighton Run.

Since his death in 1996 my brother Clive and I have followed in his tyre-tracks and W456 continues to get regular exercise, most recently on the 2021 Brighton Run where (despite a burly all-male crew) it made excellent time and never missed a beat. A fine testament to sound Yorkshire engineering!

John Boothman

See my follow up article on RR radiators – ed.



Four intrepid travellers in Regents Street.



The Norfolk on Madeira Drive, relieved of its load.

Open Day at Isleworth works

Sunday 21st November 2021

Nigel, Jackie and their team opened the doors for members of Middx and Surrey sections to check out what has been going on in the past year. Everyone was welcomed with a bacon roll skillfully cooked and served by Dean Willingham, and a hot beverage which always goes down well on a chilly Sunday morning!

Although the weather was cold, 30 cars and 50 people were in attendance. We think this was a bit of a record!!

The proceedings kicked off with Nez Mehmet giving a presentation on what Rolls Royce and Bentley part numbers mean. Nez has over 40 years parts experience on the marque and has brought a whole new dimension to Nigel's business in that the parts department is now not catalogued in Nigel's head but is now on a computer for everyone to find! We then went through into the old workshop where Nigel and Vicky unveiled a 1968 mark II Mini Cooper. Nigel has owned this car for the last 10 years and has just finished a 3 year complete nut and bolt restoration project. Jonny O'Neil also unveiled a restoration project of a 1970 Lambretta scooter that he and his father had restored in their shed at home!

Josh Willingham then showed the group an engine on a 1968 MPW (V8) which had some serious issues with its pistons and liners. Jonny and Josh then carried on doing some diagnostic work with the Picoscope and the Bentley diagnostic tool. We also had the late Gerald West's RR 1955 Silver Wraith.

Although it was very cold, we had a short service of remembrance for Middlesex stalwarts Gerald West, Peter Blond, Trevor Glenroy and Richard Barton who died last year.

Jackie and her team then served a lunch and there was plenty of friendly banter between everybody!

A thank you to Jane and Rob Pedler for bringing their beautiful 20hp and a big thank you to Tony Ocker and Alan Smith for doing the gate and the car parking.

A big thank you too to all the staff for giving up their Sunday to support such an enjoyable day.

Nigel Sandell

Seen at Isleworth



L the late Gerald West's James Young Silver Wraith in the foreground with the Fitzhugh's Park Ward touring limousine at the rear. R Chris Martin's Shadow next to the Siegal's S3 HJ Mulliner Continental.



L Len Meades from Surrey Section joined us with his Park Ward Mk VI ,while Sandy Nicol brought his fabulous Arnage and took the above photos.



Our chairman appears to be looking for a Sunday morning tippie. Note the quality of James Young's 1950's woodwork in this Motor Show car. Thanks to Sandy Nicol for the photo.

Peter Blond – the Gentleman Racer

Peter had the most amazing collection of cars and the most amazing lifestyle! Even at age 91, I feel he was still pushing the envelope! In his house in America situated on a fishing lake, he loved to go out in his boat and fish. He had a 1952 Lincoln Continental and 1965 Morris Minor traveller. At his French house, lived a 1937 Derby Bentley Vanden Plas 4 door all weather, his 1986 Ford Sierra XR4 and his 1947 Willys jeep which he taught his daughter, Rebecca, to drive in.

Cars in the UK – 1923 20hp which he bought when he was 88 years old, his 1931 20/25 Gurney Nutting coupe, 1932 Phantom II Continental by James Young, a 1936 25/30 and a Bentley Corniche. As you can imagine, with such a big collection of cars, Peter kept me extremely busy. Although I didn't go to America, I did pay a couple of trips to France and he would certainly keep me busy with all the other cars. There is a photograph of him at the Hampton Court Concours with the 20/25 with Prince Michael of Kent.



In the Royal entourage, with motor-cycle outriders, Peter got a puncture and abandoned the car at Kensington Palace! It was my job then to get security clearance and go and change the wheel on the Monday morning afterwards.

Peter had been a member of the RREC for over 50 years and when Eric Barras was alive, he and Eric would have a weekly telephone conversation about the Club.

Peter was a dear friend and lived his life completely to the full. He will be sorely missed.

Nigel Sandell

Gerald West

Sad news to report that Gerald West lost his fight for life in April 2021, not due to Covid. He had had an ongoing heart condition. Gerald had been a member of the RREC for over 30 years and had quite a unique car which I am going to share with you. His Silver Wraith was the Motor show car for 1955 with its James Young coachwork. This car came in righthand drive, had the initials CH on the boot lid, so predicting country of origin and speedo in kilometers. We think the specification was probably for a lady because in the armrest in the rear, it has a vanity mirror, compact and comb.

The car had a centre division, centre cocktail cabinet, cut glasses and in the righthand rear pocket had 4 perfume bottles, although empty they still had the scent of 1955! It was finished off with a rear HMV radio.



We all wish that our cars had a log in the glove box to tell us where they have been. When Gerald purchased the car, it was in the US. Although when the car was new, it was originally black and was repainted and retrimmed with the air conditioning fitted in the mid 1970's. Gerald purchased the car in the mid 1990's and after owning for approximately 18 months, decided to ship it back to the UK. Gerald then applied to the DVLA for UK documentation and registration marque; much to his surprise was awarded the car's original number RR1955.

I remember attending a national rally at Castle Ashby without a bonnet that he had damaged putting the car back in the garage. Gerald always loved to talk about his beloved Silver Wraith. He will be sorely missed by all of us.

Nigel Sandell

Trevor Glenroy

Trevor Glenroy was a founded member of the Middlesex section and our treasurer for 30 years died in July of this year.

He bought his stylish HJ Mulliner 20/25 on hire purchase in the late 1950s and kept it for 59 years, at first it was his only transport and he used it every day. This stylish car was driven with great gusto by Trevor, pipe or cigar puffing away.

Trevor spent much of his working life in camera retail at Kodak in Kingsway and RG Lewis in High Holborn, but after work, he was a drummer in a jazz band, transporting his drum-kit to gigs in the back of the car. As the son and grandson of old-time musical performers, he had a limited selection of terrible jokes frequently telling us how a passer-by had asked him *'Are you the drummer? I like your Rolls'*.

Coincidentally he and his late wife Vicky lived in the same road as David Siegal.



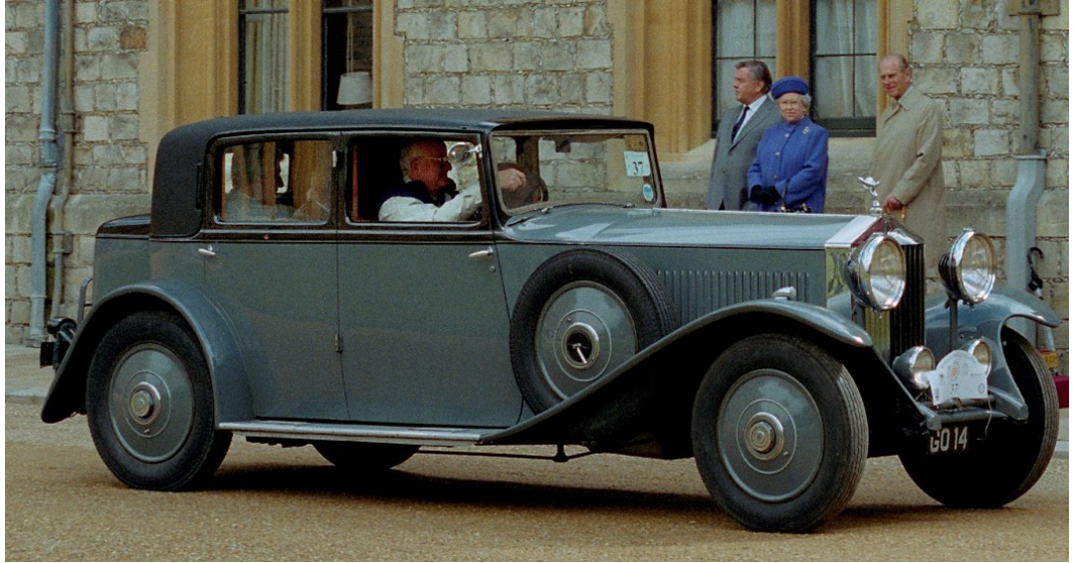
This is a photo taken by Colin Hughes and sent to Bill Boddy, editor of Motorsport Magazine. I acquired this from the Bill Boddy estate. It was captioned 'Quality in Wales' and accompanied a report on the third Middlesex Section Rally in May 1979. Trevor is seen to the rear of his beloved 20/25. The same issue carried a review of the Fasal book on the 20hp.

Richard Edgell

Richard Barton

Richard (never Dick) Barton died in July aged 93

Upon return, the lure of the Rolls-Royce took him to Paddon Bros Ltd. Cheval Place SW1 in 1958 where he was engaged in sales. Here he got to know other R-R owners and engineers including David Haines who remembers him owning “more cars than most people have breakfasts”.



While working at Paddon Brothers he acquired GDX36, his well-known 20/25 (reg. GO 14) which became familiar at many RREC and family events. This car impressed all who saw it and happily it remains in the section. *(photo Colin Hughes)*

From 1972, eight years with Frank Dale Ltd. further provided him with many long-standing contacts and friends and also acquainted him with the whole range of RR/Bentley vehicles. Over the years Richard owned a Silver Ghost, a 20HP, an R type Continental, and an H J Mulliner S type. Amongst his stable he added variously a Talbot 110(given to him), a Rover P3, a Rover 3.5 litre Coupe, numerous Lancias, MGBs and a number of Morris Minors. His interest in following Formula 1 racing remained with him always.

Richard played a key role in the RREC having joined in 1958 and organised the Hunt House seminars from the mid-1980s for a decade. He was also a founder member of the Middlesex Section. SU carb. He had a gentlemanly way of talking straight. He was a type now considered obsolete.

Richard Edgell

OTHER CARS ARE AVAILABLE

Cars with R-R style Palladian radiators

In the article on the Norfolk car, it was speculated that Henry Royce saw the Norfolk with its Palladian radiator on display in Manchester and that this inspired his own more famous creation, but what of the many which copied the Derby product. There are many of these. One was the Varley-Woods (note the all-important hyphen). This was one of the many dubious small makes that sprung up soon after the 1914-18 war using proprietary components. Only 150 were made so Rolls-Royce were not too concerned. Only one survives and is on the market, a wonderful way to confuse the marshals at The National. More significant was the Sizaire-Berwick. Although of French origin, in 1913 they were re-financed by FW Berwick who imported the vast majority of the Sizaire Brothers chassis output into the UK and fitted them with London-made bodies. By 1919 their smooth 4-cylinder cars had grown to 4.5 litres and were a natural competitor to the new 20hp.



Rolls-Royce instituted legal proceedings because of the resemblance of the flat-fronted radiator, so that Sizaire-Berwick altered their radiator by making it V-shaped. By 1923, the Sizaire founders had gone their separate ways and Austin took a controlling interest in the UK operations. The photo shows one of the last cars made by the French concern.

Richard Edgell



2022 MIDDLESEX SECTION PROGRAMME

Due to the current situation, all events are provisional until confirmed by the committee via email. See www.rrec-middlesex.co.uk for further information.

- H.Forman & Son – Sunday 6th March
- 52nd AGM & Road Run – Sunday 10th April
- *South of England Rally – Sunday 29th May*
- Hatfield House – Sunday 19th June
- *RREC Annual Rally – 2nd/3rd July*
- *Silverstone Classic – 27th/28th August*
- Section Event – Saturday 24th September
- N.Sandell Open Day – Sunday 20th November
- 53rd AGM Sunday - 15th January **2023**

2022 MIDDLESEX SECTION SUBSCRIPTION

Our policy is to raise funds through annual subscriptions to cover the expenses of running the section. By doing this, we are able to run events at cost for you. It also means we can carry the occasional shortfall.

After several years without change, the new subscription rate is £10.00 per member or £15.00 for member plus their partner. This small increase is to cover the cost of the printed newsletter which has been well received and also to generate a surplus we can donate to a charity nominated by members at the AGMs each year.

Our preferred method of payment is by bank transfer of funds to:

Santander

Sort Code 09-01-51

Account No 27058303

Account Name Middlesex Section of the RREC

Please e-mail to confirm the amount and date paid and also your address and phone number so that the database can be checked. Pictures of cars, both club and interesting other marques, would be most welcome for us to add to the website.

If a bank transfer is not possible, please send a cheque to me at 5 Hendon Avenue, London, N3 1UL.

[David Siegal](#)

RREC Middlesex Section Treasurer and Membership Secretary

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