Newsletter of East Midlands Section

An Affiliate of the Rolls-Royce Enthusiasts' Club



THE CUSTODIAN

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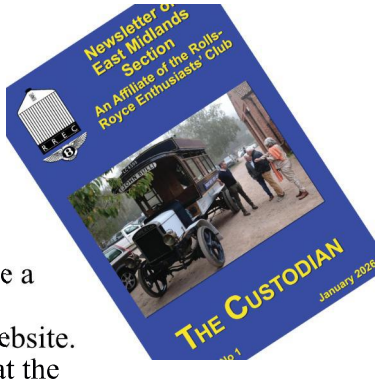
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This is your newsletter



The Custodian is your magazine about your Section of the Club. It is distributed electronically to everyone in the East Midlands Section whose membership profile includes an email address. Wherever you live, you can be a member of the Section by requesting this on the Club website. In addition, because looking at the statistics (see October's issue) showed that only a very modest percentage of members looked at the email for the magazine – and even fewer actually clicked to open it (41%/36%) **the Committee has therefore decided to supply the four issues of 2026 as printed hard copy at no charge to you.** In part this is supported by the grant made to each Section under the new Section Affiliate Agreement and in part from Section funds.

Page Key

Reports **Bookings**

Coming events **Articles**

July edition copy deadline

Copy to be received by the editor by 31st May 2026 please.

Formalities

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Safety: In addition to observing any safety procedures, which are explained and/or displayed, members and their guests have a "duty of care" to themselves; i.e. people are responsible for their own safety.

On the front cover

Russell and Sue Taroni's Cullinan was the ideal car for coming to the AGM lunch in February - a month of "biblical" rains.

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Chairwoman's Letter

We had a great start in January with a superb lunch at Biggin Hall hotel arranged by Clare Poyser.

The AGM was well attended by members of the Section. Unfortunately, David Robinson, main board representative, was unable to attend. The meeting went very well. Doreen Harvey was voted in as a full member of the committee after being co-opted last year, and we also welcome Alan Cartwright to the committee, who was also voted in at the AGM.

The excellent lunch was arranged by Christina and Mike Wild, a big thank you to both of them.

A low turnout of proper cars was again due to the weather; a Cullinan was the newest, and a Cloud was the oldest.



Please book in early for events, as it helps the organiser not to stress about low attendance.

The next event is, Sunday lunch at Badgers Mount on 19th April, contact Doreen Harvey.

We have been exploring joint informal events with the East Anglian Section. The first was on 25th February. Keep your eyes open for emails about these.

Debbie Howard

Chairwoman ■

The RREC East Midlands Section



Mike Wild

Book launch trip – 1st December 2025

Again this year, members of the East Midlands Section made the trip down to London on 1st December 2025, to attend the RREC Book Launch. As usual it was a grand occasion and this year we had the added attraction of featuring in the book with an article about our Wings and Wheels event.

It is very satisfying to be able to claim that our group of RREC East Midlands members came from locations as diverse as southwest England and Italy, and totalled eleven, who met in the County Hall Hotel, next to the London Eye, on Sunday evening for the final briefing by our tour manager Debbie Howard.

Monday was the day of "The Book Launch" which started at about 4 pm, I think, although we arrived for 2 pm at the five star Peninsula Hotel in the heart of Belgravia and at the rear of Buckingham Palace. What a place.



We had been advised to go to the Brooklands bar as it displayed many motoring items relating to Rolls-Royce and Bentley motor cars, with adjacent rooms having things such as a model Concorde attached to the ceiling, and the Tasting Rooms. The room that went into, held about twenty in comfort; I was handed a huge cigar supplied by the Curator of Cigars. Other rooms had the finest whisky Although not tasting or smoking for that matter, I was presented with a gift bag containing two Churchill cigars, a leather cigar case and what we deduced was a cigar rest. The highlight of visit was without doubt being regaled with personal family stories from none other than Randolph Churchill, the great grandson of Winston Churchill. Once he learnt we were owners of Rolls-Royce and Bentley cars, we became his best friends.

Downstairs, The Book Launch got under way, a smaller event than in previous years I think, with a short speech by RREC Directors Michael Marshall-Clarke, organiser of the Shadow models at Brooklands. Although the front cover of the Yearbook proclaimed 100 years of the Phantom, there was no Phantom on display, unless it was the £32 million Rolls-Royce model on show, that no one could get near to. Not for me anyway.

The following day we were off on the town, a visit to the Fortnum and Masons for tea and cakes followed by lunch at the Ritz. Whilst the majority of the group listened to the Christmas carols with champagne and titbits, Chris and I decided to take half a dozen oysters with our glass of fizz, and lovely it was too.



Later that evening we visited China Town, of course with a Chinese meal which nobody could finish, despite tasting each others offerings. David wanted to go for all you can eat for £9.99 but nobody wanted that, maybe next year.

Up early next day our tour guide David Howard led the way for Rob Bell and me down the middle of the road at The Mall, which was strangely free of vehicles. It wasn't long before we discovered why; they were changing the guard at Buckingham palace. And just as we arrived the band struck up. With a wave of his hand David told us he had organised the marching band to start when we arrived, and who were we to dispute his claim, David and Debbie's organisation so far was faultless.

We left the throng of people outside Buckingham Palace and ambled down the back streets of Knightsbridge and Chelsea just to look at the many parked up Rolls-Royces, Bentley, Porsches and other super cars littering the pavements, most with a collection of parking tickets stuck to the windscreens. David started to "concours judge" the R-R cars which caused a stir that brought out a shop owner, who told us that the owners were so rich, the cars were most likely to have been abandoned there when the owners fly home. Later we learnt that following

many complaints the cars were being taken away, to who knows what fate.

That evening Debbie had booked a bus tour to view London's Christmas lights, an amazing display, although in heavy traffic the short three mile figure of eight route took nearly two hours. Afterwards I thought that maybe it was because all the other vehicles were travelling at walking pace just to see the lights!

Eventually the group wished each other a merry Christmas and went their separate ways. We hope we might do the same again next year. Who knows what to expect with a new team in charge of the Yearbook – anything could happen. ■



Christmas Lunch – Report



John Prentice

Sunday 7th December

Another year gone by but a change in venue this time for our Christmas lunch. Forty two members gathered at Makeney Hall hotel on a rather grey winter day. Sadly Debbie was unwell so Nicholas stood in as vice chairman. The dining room was beautifully decorated and bright and cheery and after some work by the staff with the vacuum cleaner there was no evidence of the murders the previous evening. We were told that 140 people had attended a murder mystery evening with the hotel's winding corridors being a perfect setting for dark deeds.



We were served an excellent lunch with most people having gone for the traditional Christmas main course.

Many Christmas cards were exchanged and, once we were all well fed, Christina was thanked for her excellent arrangements for the event. ■







New Year Lunch – Biggin Hall – Report

John Prentice



Sunday 18th January

Our traditional New Year lunch was held this year at Biggin Hall in the glorious South Derbyshire countryside.

Many thanks were given to Clare Poyser for organising the event. ■





AGM and Lunch – Report

Mike Wild



Sunday 15th February 2026

The picture is slightly fanciful but the weather certainly was snowy in the North of the region as we set out for the AGM and lunch. Only the bravest had their Club cars with them!



We were confident of a good lunch and informal chats but first the important business of the Section had to be done; looking back on last year and planning for next.

Here are the draft minutes for the formal meeting.

Apologies were received from John Newton, Rob Bell, Kevin McCormick and David Robinson. The apologies for David Robinson were sent in by the RREC Chairman Philip Brookes and were read out.

> Dear Mike - I know that our General Manager, David Robinson was due to be with you on Sunday. Unfortunately, on medical advice, David Robinson is having to rein in his activities at the moment and so, as we lighten his load, he is not going to be with you this weekend.
> We have tried to find a Board Director to attend but, at such short notice, no-one was available. This does not reflect in any way the standing or importance of the East Midlands Section to the wider Club. Given that we are so close to the March Club Conference, please relay any questions which your members may have, so that we can answer, possibly even at the Conference itself. Equally, if at any stage, you would like me to attend one of your committee meetings, please just let me know.
> In the meantime, I wish you all the very best for your AGM, thank you to the entire Committee for all the time that you give so enthusiastically and voluntarily. Your efforts are very much appreciated. Indeed, that's why we gave you a special award last year*
> With every good wish,
>
> Philip
> Philip Brooks
> Chairman RREC | The International Club for Rolls-Royce and Bentley Enthusiasts

***The special award being Section of the year award.** A recognition by the RREC Board of Directors for outstanding achievements during the year.



Approval of the minutes –To approve the minutes of the 2025 AGM as printed in the January 2026 Custodian.

Martin Carnell proposed and Glynn Sanders seconded acceptance. There was one proxy vote abstention, the rest were for approval, with a unanimous show of hands from the floor. The minutes were approved.

Matters arising from the minutes – There were no matters arising.

Election of Committee members by proxy vote and show of hands.

There being no proxy votes against nor any abstentions, the Chairwoman stated "The situation is that we have fewer candidates willing to stand for election than vacancies, I therefore declare the duly nominated and seconded candidates who are - Debbie Howard, Derek Randall, Claire Poyser, Christina Wild, Nicholas Simons, Mary Mulholland, Kevin McCormick, Doreen Harvey, Mike Wild, and today we have a new member willing to stand for election Alan Cartwright, who was proposed by Debbie Howard and seconded by Mike Wild.

As is the tradition, we will have a show of hands for an en-bloc vote. The show of hands was *nem con*.

The Chairwoman said "I declare that the candidates are therefore elected"

Chairwoman`s report

The Chairwoman thanked the committee for the past year's efforts and contributions that have resulted in the Section of the Year award. She thanked the members stepping down from the Committee, Martin Carnell and John Prentice. Martin will be organising the East Midlands Section part of the North of England Rally and John would remain as Custodian editor.

She stated that the Committee is finding it harder to organise quality events at a reasonable price, as restaurants and hotels find costs for staff, food, and other overheads have increased substantially, whilst members' attendance remains static or dropping, both matters that the committee will be addressing this coming year.

Overall, she said we are a vibrant, social, friendly section with a tradition of providing technical workshops to support new and existing members and every effort will be made to keep it that way.

Treasurer's Report

The Treasurer said he did not know if he had good or bad news; the good news was there was an increase in the balance sheets for the year of £3944.54 and the bad news was that there was an increase in the balance sheet for the year of £3944.54!

Most of the increase being £2994.49 from the Wings and Wheels event.

He added that he would be retiring from the Committee at the end of the financial year in October 2026. He felt that it would be a challenge for someone to take on the Treasurer's duties as they involved intricate computer work. To help, he had produced some training videos. Finally adding that someone would need to take over the East Midlands Section website as well.

M Wild responded by stating that he felt, as one of the committee members involved with the Wings and Wheels event, it was necessary for the members to understand how the £2994.49 came about and give credit to those who volunteered time and cost without claiming any expenses.

Martin Carnell, Debbie Howard and M Wild were the core people involved in the arrangement for the W&W in conjunction with the Derby City Council (DCC), the Old Bell Hotel and Rolls-Royce plc. The DCC said they wanted to have an event that brought the public into the city, attracted by our vehicles parked on the marketplace, they wanted a circular route on closed roads for us to take the public on a drive in our cars, in return for a charitable donation of our choice. They claimed they could arrange city centre hotels for members at discounted rates. The budget for road closures was set at £1000.

It was felt that as members would be barriered in on the marketplace from 10 am to 4 pm we should budget for individual food boxes plus a drink. £1000 was budgeted for this.

One of the two after dinner speakers asked for £300, so £600 was budgeted.

The Rolls-Royce Motor Club offered marshals and photography services for the event, a welcome help for the small group who organised the event, as were very much overworked, £100 donation was budgeted.

The event included a visit to the ex R-R office and the "Marble Hall" board room on Nightingale Road, which is under the ownership of the DCC. They insisted no cars should park on the road outside on the double yellow lines and no parking would be available at the rear car park. To "police" this, two traffic wardens would be placed outside the offices to issue tickets. A bus to transport members to and from the Great Northern Classics museum was demanded. Although the DCC did accept that our members, some of whom had travelled great distances at huge cost, would want to stop for a few minutes just to take a photo of their car parked outside the offices.

£500 for a bus was budgeted.

At our next meeting, the DCC informed us that now we could not have the whole of the marketplace, due to a DCC planning application to demolish the Assembly Rooms and multi storey car park. There would be room for a maximum of only four cars. The charity drive had to be abandoned, something of a blessing, but the road closure money would be needed for new road closure applications to enable parking on three other roads adjoining the marketplace.

The overall cost of the three-day event, even with all the budgeted costs included, still represented one of the cheapest three-day events in the Club calendar, so all these costs were left.

By this time, we were committed to the event, as marketing had begun, which included newspaper articles, Midlands TV and radio interviews, as well as adverts in the *Spirit and Speed*.

At the next meeting the DCC informed us, despite assurances to the contrary, city centre hotels had increased room prices for that weekend. At short notice Debbie arranged a discounted rate hotel at Mickleover – a hotel we had used before.

The DCC also told us we could now have the whole of the marketplace for parking, as an objection had been submitted that would delay demolition.

The objection to the DCC demolition application came from the same organisation, the DCC!

Resulting in a surplus of £1000.

Andrew Whittaker Chairman of RREC, asked what contribution the RREC were making. "Nothing" M Wild replied. "How about we give £1500" he responded. Martin and I agreed that this would be used for the planned lunch.

Another £1000 became spare.

One of the speakers did not want any payment, just a dinner.

Another £300 was surplus.

The R-R motor club eventually told us, just a few weeks before the event, they wanted 2500 for marshals and photos and even so members would have to buy photos. We rejected the offer as John Prentice said he would take photos of cars climbing the old test route at Pistern Hill near Ticknall, and also cars on the market place.

Another £100 was surplus to budget.

After the difficulty of the Nightingale Road parking statement, Martin and Mike Wild took our vintage cars to

Nightingale Road to see what could be done. Initially the security guard treated us with suspicion, but after Martin pointed out the picture of himself on the Rolls-Royce "timeline" photo board on the balcony leading into the Marble Hall many of the issues disappeared. The security guard suggested he would ensure cars could park safely whilst photos were being taken on the visit day. Even so, the DCC still insisted on no cars parking, but the DCC were satisfied with the copy of the invoice for a bus to be used to transport members. This was the smallest bus possible at a cost of £250.



Another £250 became surplus.

Martin had produced an Excel spread sheet showing a projected surplus/deficit with formulas embedded in the calculations. Using Martin's spreadsheet we were able to predict at an early stage that based upon a £10,000 income minus all the budgeted costs there would be a surplus greater than the budgeted surplus of £500.

The final income was £13,000, adding to increase the surplus beyond the £500 budget.

At the earliest stage, Martin, Debbie and I felt it appropriate to reduce the costs of the event and offer a rebate to those that had paid early, some accepted, some told us to put it in the Section funds. The rebate is reflected in the surplus.

That's how the £2994.49 surplus came about.

I would also point out that most of the income had come from outside the East Midlands section, and those East Midlands members attending on just the Saturday and Sunday day-events paid nothing.

M Wild concluded by saying that he was much happier facing the members and telling them that we had a surplus rather than a loss.

It is also worth mentioning that the some of the surplus funds have already been used to the benefit of members in providing a copy of the Custodian to every member for a year at no cost.

The Stonehurst Farm event was also a beneficiary, being subsidised to encourage members in the southern area of the Section to attend. This subsidy was made following a comment at the 2025 AGM that there was a lack of events in the southern area of the section. The event was a success, and accounts reflect a subsidy of £386.

Concluding, M Wild said it is necessary to ensure statements are not misunderstood as incorrect information has a habit of becoming fact if not corrected as soon as possible. He thanked the small team of members for their help and dedication in providing a surplus that would be used to meet the exciting activities of the Section in the coming year.



Approval of accounts Proposed Martin Carnell, Seconded Jim Myson

No proxy votes against or abstentions - Vote for – including proxy votes unanimous.

Motions for Discussion or determination - None received from Proxy or the floor.

AOB – There was no other business.

Presentation of awards –

Ken Brittan award – Martin Carnell – for his passion and dedication towards the RREC in general and East Midlands Section in particular. For some years he has been, and remains, a staunch supporter of all section activity.

Martin thanked the committee, adding that he is taking

over the role previously undertaken for decades by Jeff Dennis, as the representative of the East Midlands Section on The North of England Rally. Thanks were given to Jeff upon his retirement from the NOE role.

Ken Hucknall award – John Newton - not present and will be awarded at a Section event.

Tom Telford award – Les Barker - not present and will be awarded at a Section event.

The AGM closed at 11.50 am.

RREC Main Board representative – As Philip Brookes had sent apologies for David Robinson there was no representative. However, as it was known that the main part of the presentation would be the Section Conference with the theme being "The new structure of the Club" which the East Midlands Section had been very much involved with through Jim Myson, who gave a short presentation of this plan.

Jim told us – The Section Conference was aimed at increasing the activity of the Club overall and provided an initiative that brought in new members. A profile of a typical member had been created and after marketing this profile and the success could be measured. The view of a typical member being established, the vehicles they owned was included. It was found that many members had more than one Rolls-Royce or Bentley sitting in the garage, not being used. Sections would also change, with an object of putting on events that attracted new members and keeping them. This may take additional finance and changing committee responsibilities. The Section Conference in March 2026 would be the start of this initiative and a possible use of the Affiliate Agreement disbursement funds to support this. Basically, the structure of the club would change with Sections working alongside main board members, more than they have in the past.

M Wild thanked Jim and added that already the main board view the activities in the East Midlands Section as the model for other Sections to follow. Ahead of the conference David Robinson had put the East Anglian Section in touch with the East Midlands Section, as he felt both Sections were very proactive. This had already produced results and an agreement to work together. An event on the borders of each section in Lincolnshire has been arranged, and details have been sent out to all East Midlands members. Discussions relating to understanding and improving knowledge of what will increase activity using email tracking systems were being used. The use of AI (artificial intelligence) would be introduced, to save committee time and speed up activity without increasing the committee numbers or workload. The East Anglian Section had developed a method of being able to show members, circle those members on a map and select a meeting venue that was at the centre of the circle. They had even gone so far as to contact those members establishing the best time and date to ensure a good attendance. We felt that these new measures will no doubt take additional funding and agreed we must have bank balances robust enough to enable this to take effect without causing a restriction on the finance and activity.

There were no questions from members. The meeting closed at 12:45. ■







Badgers Mount Hotel – Lunch

Sunday 19th April 2026



Doreen Harvey

In April we have a Lunch in a venue new to the section in Elmesthorpe, south-west Leicestershire – Badgers Mount Hotel.



The hotel is on Station Road. The bungalows along this lane were originally agricultural settlement plots, supplying food to the Co-Op between the wars, however as the demand became so great they were not able to meet it and they were sold off, individually, to private buyers who then developed and extended the houses.

Badgers Mount originally became a B&B in 1996, and gradually grew into the Boutique Hotel, plus Wedding Venue and Restaurant you see today.

The hotel has rural views over the Leicestershire countryside.

Lunch will be served at 1.00pm in the Garden Room. Come between noon and 12:30 to meet up with friends old and new.



The three course lunch will cost £39.00 and a two course option is available for £35. You will see from the menu that we are being offered a particularly wide and interesting choice of dishes.

Please send your booking form to Doreen Harvey – 1 Lawn Farm Cottage, Beggars Lane, Enderby, Leicester, LE19 4LA – (doreenw1948@gmail.com) or make an online booking at https://rrec-eastmids.club/booking.html by 11th April 2026.

The hotel also offers highly recommended B&B rooms. It might be too early in the year for an outdoor swim, but nevertheless if you wish to make a weekend of it, please book with the hotel and mention you are attending the RREC Lunch (6 Station Road, Elmesthorpe, Leicestershire, LE9 7SG – telephone 01455 848161; web: https://badgersmount.com/). Google will of course offer you lots of other booking routes but we find booking direct is usually the best way!



There is good car parking set aside for us and the hotel's own R-R will be joining us on display. Google knows the way there based on searching "Badgers Mount Hotel" or the postcode (LE9 7SG). ■

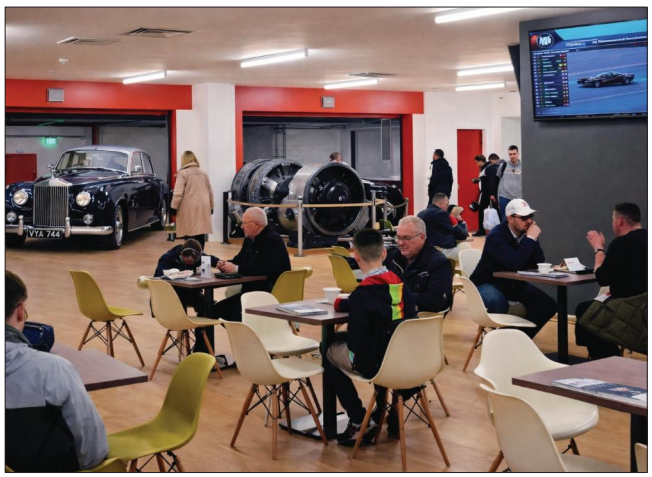
Visit to Great Northern Classics, Derby

Nicholas Simons



Planes, Trains and Automobiles

Saturday 9th May 2026



Step into a landmark destination where classic motor culture meets modern hospitality. Great Northern Classics is Derby's home and the East Midlands' destination for vintage vehicle exhibitions, classic motor events, and immersive motoring experiences – all hosted in a space designed to inspire. Whether you're a lifelong motor enthusiast, a curious newcomer, or a passionate event planner, the venue offers something extraordinary. Explore iconic vehicles, connect with fellow aficionados, host standout gatherings, or collaborate on heritage-driven initiatives. GNC proudly welcomes car clubs, corporate clients, community partners, and creative collaborators to shape experiences that leave a lasting impression.

Great Northern Classics is based at the former Victoria Ironworks foundry, which until recently served as the Rolls-Royce Heritage Centre. This vast site – which encompasses four conjoined factory buildings – enables GNC to house a fully-equipped training school, workshops for around 30 specialists, a car storage area, exhibition and entertainment space, along with a number of small multi use units. The sheer scale of the Victoria Ironworks allows GNC to operate as an efficient working site while serving as a destination attraction at the same time.



In 1917, part of the building was requisitioned by the British Government as part of the war effort and Rolls-Royce moved in to support the large scale production of its Eagle engine. The engine proved to be a game-changer producing more than half of the allies airborne horsepower and was used in around 50 different aircraft and airships during WW1. As many as 4681 Eagle engines were produced during this period at numerous sites, including Victoria Ironworks.

Throughout this period R-R operated in the Victoria Ironworks and, during the Second World War, used the site as the base for its research into large structural castings in magnesium alloys. This ultimately led to work on compressor castings for early centrifugal jet engines. Victoria Ironworks was home to this development.



In 1961, Rolls-Royce took over the entire site, basing their light alloy foundry in the section of the site now occupied by Great Northern Classics. Rolls-Royce used the foundry to produce advanced jet and gas turbine engine components throughout the Cold War, including the Spey engines which powered Thrust SSC to the current world land speed record of 763mph. Since 1981 the site had been home to the Rolls-Royce Heritage Trust.

On Saturday 9th May GNC will run their ***Planes, Trains and Automobiles*** special Heritage Open Day and the RREC has been asked to be the featured car club. GNC want us to exhibit cars up to and including the Silver Cloud III and Bentley S3. The event will run from 10.00am. It's a free event and the Tram Shed cafe will be cooking up a special menu for the day including a breakfast offering and lunch from 12 o'clock. Please book your car in for this event by emailing Nicholas Simons on njas@btinternet.com. Members with cars built from the Silver Shadow onwards are welcome to come along and join the fun, but will be asked to park in the public car park. GNC are reserving 15 spaces for our cars so please do not delay in booking.

Location: Great Northern Classics, 274 – 278 Osmaston Road, Derby, DE24 8AE ■

Baslow Revival – Charity Picnic

Sunday 5th July 2026



Clare Poyser

We have been invited by Joe Anwyl, one of our members, to join him at an event he and his friends will be hosting.

It is a 1950s and pre-War children's charity 'revival' event at Baslow Sports Pavilion (Church Lane, Baslow, DE45 1SP) – next to Chatsworth – at 1pm on Sunday 5th July. There will be a significant number of pre-1960s cars along with post-vintage thoroughbred car enthusiasts from across the Midlands and Peak District.

The cost will be £9 per car of which £6 will go to the charity.

Cheques payable to RREC (East Midlands Section) Closing Date 19th June 2026. ■





Visit the Taroni's home, Haselour Hall

Sunday 12th July 2026
Picnic including Tom Telfer Award



Mary Mulholland

Our Section members, Sue & Russell Taroni have again kindly invited us to picnic in the grounds of their home at Harleston.

Most of the building (except the modern west wing built after 1885) is unmistakably Tudor, but the Manor dates back to Norman times. Russell has several R-R cars, together with BMC Minis!

We shall hold the Tom Telfer award here in the afternoon. This is for the best maintained post 1965 car (subsequent to Silver Cloud III). All members with an appropriate car can submit it for this award, except the winners of the prize in 2023, 2024 or 2025 The cars will be judged by one of our Section members, with a special knowledge of these cars.

We should arrive between 10.45 and 12.00 with our picnics.

Please do not bring any dogs to this venue.

To book please sent the form to Mary Mulholland (mary1742pc@gmail.com) or make an online booking at https://rrec-eastmids.club/booking.html.

The cost is £6 per person with children going free and the closing date is 28th June. ■



Picnic at Lupin Farm



Mary Mulholland

Sunday 26th July 2026

Linda Tipper has invited us to Lupin Farm, Orgreave for a "high summer" picnic.

Please arrive from 11 am with your tables, chairs and hamper brimming with goodies.

To book please send the form to Mary Mulholland (mary1742pc@gmail.com) or make an online booking at https://rrec-eastmids.club/booking.html.

The cost is £6 per person with children going free and the closing date is 12th July.

Directions: from the North or South, take the A38 (the Derby to Lichfield Road) to Alrewas (south of Burton-on-Trent). Turn off the A38 at the junction where the A513 crosses the A38. Take the A513 West towards Kings Bromley. Lupin Farm is a farmhouse on the left at Orgreave. Post code: DE13 7DQ. ■



Harrogate Weekend 31st July – 2nd August 2026



Martin Carnell

Including the North of England Rally on the Sunday

This is based in a great Edwardian Hotel in the Spa town of Harrogate with great charm.



I have taken over from Jeff Dennis, but Jeff has ensured we get the best deal. The price: Dinner bed and breakfast for a standard double /twin room on Friday 31st July and Saturday 1st August is **£231** and **£211** on Sunday 2nd August. Single bedded room **£179** and **£159** respectively. Upgrade to a superior room for **£60** extra.

The package includes a free welcoming coffee and nibbles on arrival so we can meet RREC members attending, normally there are 80+, all breakfast and evening meals, our own private room for evening meals and a designated area for breakfast, free car parking at the hotel, (normally there is a £20 a night car parking fee) – a great saving, and a free reception drink on gala night in a bar reserved for the RREC Members.

Gala night is going to be the same format as previous years. It is a black tie event, with first class entertainment. (**Note** there is a £12 per person supplement for the entertainment).

On Saturday there will be a drive organised by the Yorkshire section, so you can explore the scenic venues of the area or may prefer going around Harrogate visiting the famous Betty's Tea Rooms or go to the Cheese shop in the Yorkshire dales

On Sunday go to the North of England Rally at Harewood House and your rally entrance fee includes entrance to the House. About half the members stop on Sunday night at the Majestic making a full weekend of it.

Book your room at the hotel through Available Rooms - DoubleTree by Hilton Harrogate Majestic Hotel & Spa (you can type the link as https://tinyurl.com/2taxakv7) or phone the hotel Tel. 01423 700300 Option 1 (ignore the recorded message) between 9.30 and 4.30. Out of office hours select option 2 for central reservations. Mention "RREC event" and the event dates to benefit from the discounted rate.

Hope to see you there – Martin Carnell.

Just a Note:- I must thank Jeff Dennis for his 25 years of doing this event, which is a very high standard to follow.



NORTH OF ENGLAND RALLY

The North of England Rally is the pride of the Yorkshire, East Midlands, Northern and North Eastern Sections and the envy of the rest of the Club. It not only continues to attract large numbers of our own members but attracts many members from the rest of the UK and overseas.

It is held in the beautiful grounds of Harewood House, and we are allowed to park in front of the magnificent stately home. The Rally provides many pleasures from the initial entrance down the impressive tree lined drive to the unique opportunity to study at close quarters a range of Club cars which are rarely seen elsewhere.

Your ticket allows you to visit the house and all the other attractions, such as the gardens, grounds, art galleries and much more. Many members like to bring a picnic to enjoy with friends and some like to eat in the restaurant at the rear of the house.

This year we are pleased to have a mobile food facility and an ice cream van, so members can buy food to enjoy in the car display area. Combine this with the delight of meeting old and new friends and you have the recipe for a perfect day. The North of England Rally is generally referred to as the "Friendly rally" and any member who attends for the first time will quickly appreciate that the word friendly is indeed most apt. Also on the field to entertain members whilst they enjoy their picnics will be a roving jazz band and an accordionist.

Administration: Car number cards and entry tickets will be sent out **one week** before the event, on receipt of your completed entry form. If you require confirmation of receipt of entry, please send stamped addressed envelope with your entry form or provide an e-mail address.

CAR NUMBER CARD AND WINDSCREEN STICKER MUST BE DISPLAYED IN THE CAR WINDSCREEN ON ENTRY TO THE GROUNDS.

PLEASE NOTE this event is only open to members, their cars and their guests and subject to the Club insurance cover, and Harewood House health and safety requirements.

No refunds will be made

So why not join us and have a thoroughly enjoyable day and maybe travel home with a well deserved trophy. There are 8 trophies in total and judging is more relaxed than at the Annual.

Rally and Hotel Booking

The booking slip for the North of England Rally is with this Newsletter, in *Spirit and Speed* and on the Club website.

N.B. the Rally pricing which is £22 per car **plus**, if you are staying at the Majestic on Saturday night, add £12 per person as a contribution to the cost of the Gala Evening.

If you are going to make a booking at the Majestic Hotel please indicate this on the booking slip. ■

Visit & Picnic Fairfield Lake and Smite Brook Railway – Pailton



Derek Randall

Sunday 9th August 2026



The 2025 event was the most successful so far with 111 people enjoying trips on the miniature railway and steam-launch trips on the lake. We invited members from the TVR and Jaguar clubs and their cars added to the interest in the event. Music was provided by a local Folk Music duo.

Fairfield Lake is in a beautiful privately owned estate and is the home base for the Smite Brook railway. The owner is passionate about railways and steam powered transport. A steam powered launch takes visitors on a tour of the lake (subject to favourable weather and availability of the skipper). The railway is 7¼ inch gauge and runs around the estate. The whole circuit takes around 10 minutes. The trains are operated by enthusiasts who are keen to take passengers around the beautiful countryside of the estate without extra charge. There have been no reports of strikes or problems with leaves on the line. If you have children or grandchildren, bring them along. They will love it. So will you. Please arrive between 10:30 and 11:00 am.



You can see more on https://www.youtube.com/watch?v=yay1sJ8phxQ

The owner of the estate makes no charge for the facility but hopes to raise money for the Air Ambulance service. We are therefore making a charge of £9 which includes £7.50 for the charity. Children come free. The event raised more than £1300 for the charity last year.

An urn and ingredients for making coffee on a DIY basis will be provided. This will be under an awning in case of showers (heaven forbid). There will also be the use of a gas BBQ (bring your own sausages, burgers etc.). Please contribute £1 for drinks or for use of the BBQ as a contribution to the Air Ambulance.

The address is Fairfield Lake & Smite Brook Railway, Fairfield House, Coventry Road, Pailton Nr. Rugby CV23 0QA. The site is located about 800 metres west of the triangular junction in the centre of Pailton village (Warwickshire) which is on the B4027 Coventry Road.



From the A5 west of Lutterworth, take the B4027 (right turn) to Pailton. On leaving the village centre west bound on the B4027 pass a closed pub (White Lion) on the left and go through a speed limiting chicane 150 m later. Shortly the road goes downhill through some S bends and there are a few (misleading) farm entrances. Half way down this hill is a narrow gateway (not very visible).Travelling via Coventry, take the A46 eastern bypass northwards from the A45. Take the third exit from the first roundabout signposted A428 through Binley, Binley Woods, Brandon then turn left at Bretford and after the road turns sharp to the left, take the A4455 on the right to Brinklow and Stretton under Foss. The road turns sharply to the right to Monks Kirby and becomes the B4027. The site is a few hundred yards or so on the right.

Some RREC signs will be placed by the entrance and we will wrap a union jack round a telegraph pole which is directly opposite the site entrance to help you.

Turn into the gate and drive forward, ignoring a side turning on the left, for about 100 metres until you reach a gateway in front of you slightly to the right. Someone will guide you from there.

Please send your booking form to Derek Randall derek.randall@rrec-eastmids.club) or make an online booking at https://rrec-eastmids.club/booking.html by 26th July 2026. ■

Bank Holiday Picnic – Somersal Mill Farm

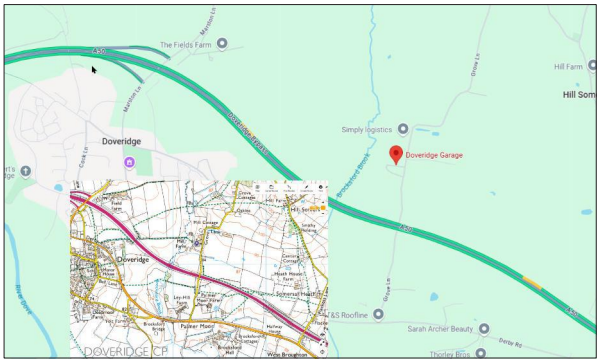


Clare Poyser

Sunday 30th August 2026

This year we are again invited for our Bank Holiday picnic to the home of Clare and Mark Poyser.

The address is Somersal Mill Farm, Grove Lane, Doveridge, Ashbourne, Derbyshire, DE6 5PB. Somewhat unusually for these days, Google does not know the house but the Postcode will get you warm and as you see Mark's garage is shown. The main road is the A50 and the insert is from an OS map to give more context.



Arrive from 11 am with your picnic lunch – avoiding leaving it near the resident alpacas!

The cost is £6 per person with children going free.

The Ken Hucknall Trophy for best maintained pre-1966 car will be awarded at the event.

Please make an online booking at https://rrec-eastmids.club/booking.html by 16th August 2026, or send your booking form to Clare, *clarepoyser@rocketmail.com.* ■

Another welcome to the Committee



Alan Cartwright

Having welcomed Doreen Harvey earlier in the year, the committee is now delighted to welcome Alan Cartwright.

Alan was born in Lincolnshire, the son of a watch and clockmaker. Following in his father's footsteps, Alan continues the profession of watch and clock making to this day, alongside event organising. It was in 1996 that Alan created an event organising company named *Jaguar Fairs ltd.* which organises antique, vintage & collectors fairs, now held at Derby Conference Centre and Wetherby Racecourse. In 2015 the event company grew into a family run business with Alan's eldest daughter Laura joining him. It was in this year that U.K. Festivals ltd. was created, a company focused on organising *The Derbyshire Food, Drink & Gift Fair*, as well as *The Christmas Food & Gift Fair.* Both of these events are still held annually.

The company name Jaguar Fairs, as well as the company logo being a Jaguar animal, was inspired 30 years ago by Alan's love of the Jaguar car marque. Alan has always had a love of classic cars and to this day he owns and cherishes a 1977 Jaguar XJ6, a 1967 Jaguar 420, as well as his late father's 1965 Austin Cambridge A60. His passion for vintage cars led to him becoming the very proud owner of a Bentley Arnage Red Label in 2013.

A note from Alan:– "I am delighted to have been invited to become a member of the Section's committee and look forward to supporting the club in any way I can. For example, once I settle into my committee role, I hope we might extend a very warm welcome and complimentary attendance to the club for pre-booked club visits at any of our events. The club will also be very welcome to have a complimentary stand at any of the events to help to encourage new members, as well as to act as a focal point to come and meet other members of the club".

Meanwhile some current event dates can be found at:– www.jaguarfairs.com and www.derbyshirefoodanddrinkfair.co.uk





Bosworth Hall Hotel – 3-Night break



Sunday 6th to Wednesday 9th September 2026

Debbie Howard

Hello members, we have arranged a 3-night stay at Bosworth Hall Hotel and spa, a Grade II listed mansion dating back to the 17th century that has retained many of its original features.



Set in 11 acres located in the heart of the English countryside with beautiful landscaped gardens, it's well worth a visit, so why not join us for a great few days away with friends

Gated parking for our cars has been arranged.

Arrive Sunday, where the check in time is from 3 pm. Join us for a complimentary welcome tea/coffee and biscuit and meet up with friends old and new.

A 3-course meal is included on Sunday evening at 7 pm.

Monday morning, after breakfast, I have arranged a visit to Flying Spares, where you can see the dismantling and recycling of R-R and Bentley cars, purchase some parts for your car, and view a potential restoration project.

Monday evening – Black tie dinner with a Neil Diamond tribute act to entertain us after the meal, dine at 7 pm. Ladies get your finery out and get your partner out of his overalls!





Tuesday is a day to choose where you would like to visit: Bosworth Battlefield. King Richard III's final resting place, local antique shops, etc. A full list of local attractions will be sent when you book.

Tuesday evening is again dinner at 7 pm

Wednesday, check out after breakfast.

The hotel spa and swimming pool are available for an additional charge payable at the Hotel.

To book the hotel, phone 01455 291919 or use the Britannia central reservation line 0333 323 1574

Use the reference: ROLL060926 to obtain the favourable rates we have arranged for your stay:

3-night stay on a B&B basis – **Double room £297 including breakfast for three nights**
Single room £267 including breakfast for three nights

These prices are for standard rooms; upgrades can be discussed on booking, but will incur an extra charge.

When you have booked the Hotel room, please inform me.

The evening meal menu is not available in time for this publication – however, the meal pricing is: Three-course evening meals for 2 people for 3 nights £300. Three-course evening meals for 1 person for 3 nights £150. A cash bar will be available.

The three-night evening meal price includes welcome tea/coffee and biscuits on Sunday afternoon and a black tie drinks reception and entertainment on Monday making this 3-night break exceptionally good value, maybe the best price across the Sections, so please book early to avoid disappointment and guarantee a place.

Debbie Howard, 3 Clifton Drive, Mickleover, Derby DE3 9HS.
shadow.workshops@outlook.com, 01332 518278, 07890148451 ■

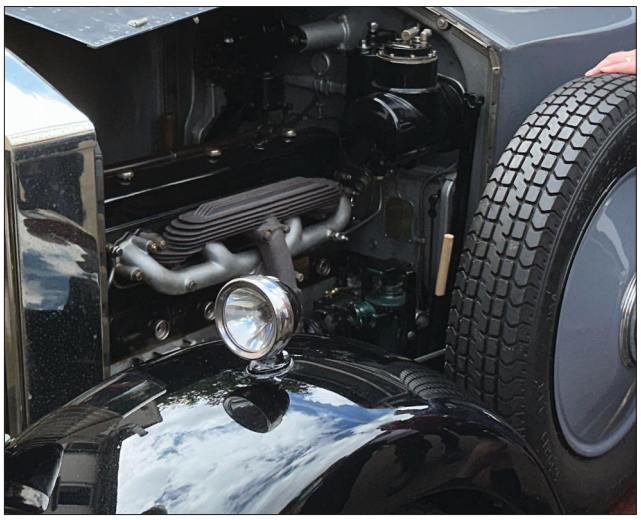
Section Pre-War Small hp Workshops



Nicholas Simons

22nd September 2026

The next workshop on the Small Horsepower pre-war motorcars will take place on Tuesday 22nd September 2026. The instructors are Roger Cockfield, (20/25 and 20hp), Martin Carnell, (20/25 and Silver Dawn), Nicholas Simons (20/25, Derby and New Phantom), John Prentice (20/25) and David Howard. The team are keen to impart their knowledge and experience to other enthusiasts. All club members are welcome, but numbers are restricted so please book early to ensure your space.



The workshops will be held in Derby. The theme is hands-on experience at dismantling and re-assembling a variety of components for these motorcars. This builds up the confidence to tackle jobs oneself. These workshops are an invaluable source of gathering knowledge, experience and confidence as the more you work on or look at these cars the less daunting they become.

The ultimate objective is to encourage more people to maintain these cars and enjoy their regular use on the highway.

Components available include a rear hub, front axle, Autovac, carburettor, distributor, clutch, water pump, brake servo, steering column and side steering tube. The Workshop also owns a full set of Dunlop steering measuring equipment. Identification of likely faults and rectification for each of the components is also covered. There is no substitute for taking a component apart yourself compared to watching someone else do it. These workshops provide an ideal opportunity to get to grips with the pleasure of owning and running a pre-war motorcar.



If you are interested in attending the workshop please contact Nicholas Simons on njas@btinternet.com or 01332 760576

The price is £20 for the day and full details of the location and nearby places to stay will be provided on acceptance.

Please indicate any specific areas of design or maintenance that you want to have covered.

For insurance reasons there is a minimum age of 18 for participants.

These workshops are separate from and in addition to any Seminars that take place at The Hunt House. ■

Visit to Starman's Specialists

Sunday 19th July 2026

Starman's R-R and Bentley Specialists have invited the Section to an open day on Sunday 19th July.

Arrive from 10:00. Refreshments will be provided.

Colwick Business Park, Unit 30, Private Road No.2 Nottingham, NG4 2JR

Please let Debbie Howard know if you wish to attend; this will help with numbers for catering. Closing date 5th July 2026

debbie_howard1@hotmail.com or 07890 148451 ■

STOP PRESS



Replace Your Dull Sealed Beams



Nicholas Simons

Just over a year ago I had a headlight failure on my 1967 Bentley T. This car is fitted with its original sealed beam headlights. Sealed beam headlights were invented in the 1940's as an antidote to the unreliable and non-standard headlights of the time.

In the USA they were mandated for around 40 years in order to standardise replacements and make them cheaper. Many cars in GB also were fitted with sealed beams right up to the 1980's. On the typical Silver Shadow, and variants, the car is fitted with four headlights of 5 ½" diameter. The outer two have two filaments each for main and dipped beams, whereas the two inner ones have just a single filament for main beam. The sealed beam unit comprises a glass moulded silvered reflector fused to a transparent front cover. The filaments are fitted to supports moulded to the centre of the reflector and three or two spade terminals are taken through to the back for electrical connection. Fig 1 shows a typical sealed beam headlight on the left.

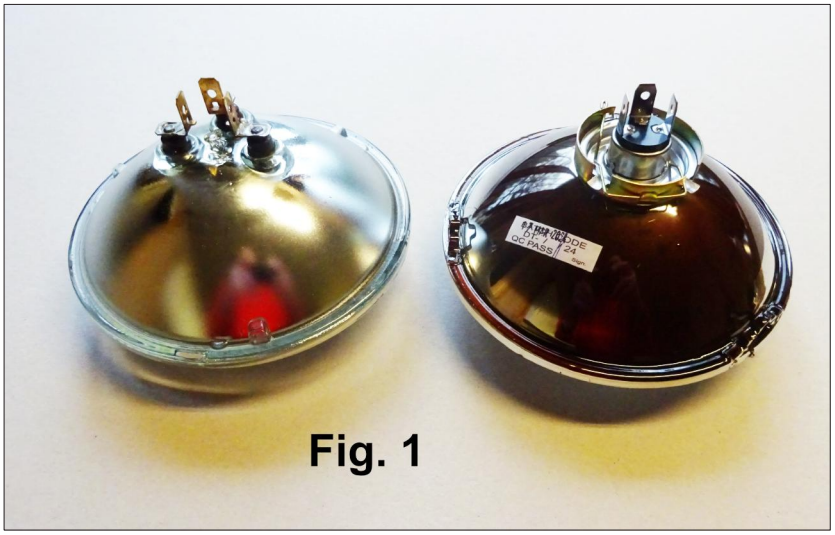


Fig. 1

Over 40 years have passed since the heyday of sealed beams so modern replacements can be of suspect quality and design. I bought a replacement from a well-known online market place and guess what, in around a year it had failed. Worse than that, at the same time the other main beam unit also failed. What should I do? Shall I buy some more suspect sealed beams, or should I ask the Shadow Guru, Mr David Howard? David mentioned that one can buy replacement light units of traditional design, utilising a standard H4 60/55W halogen bulb. These units fit the exact same interface as the sealed beam, and the spade terminals of the H4 bulb also perfectly match those of the sealed beam allowing one to retain exactly the same electric plug at the back of the light. Fig 1 shows the replacement unit on the right.

Replacement of the originals is a very easy job. Fig 2 shows the arrangement of a pair of headlights. Each sealed beam is mounted onto an annular steel frame and held in place by a chromium plated steel ring, held firmly by three screws through keyhole slots. These allow one to remove the ring without removing the three screws. Just loosen them a few turns, turn the ring a few degrees anti-clockwise and off it comes. The sealed beam is located by three lugs which locate in the three cut-outs visible in the frame. The new reflector has exactly the same mounting interface so can be fitted in a few minutes. The wiring plug, as already mentioned, has the same arrangement of spade terminals so it plugs straight on to the H4 bulb. The locating lugs ensure the headlight is correctly orientated vertically, and the beam direction is unchanged at replacement as this is taken care of by the screw adjusters between the mounting frame and the car, which must never be touched after build.



Fig. 2

By good design, the two terminals on the inner single filament sealed beam are positioned exactly as per the main beam terminals on the outer twin filament sealed beam. This means that one can use an H4 bulb here as well, utilising only the main filament, and picking up the same wiring connector as before.

So there you have it, a new set of headlights fitted in less than a morning for the total price of less than £60. ■

Windscreen wiper repairs on a 20/25



Mike Wild

The jerky operation of the windscreen wipers on my 1935 20/25 was on my list of winter jobs to do. I put this down to a simple lack of use and needing lubrication.

But more urgently, the car kept blowing a fuse, I thought because of the retrofitted blinking indicators. Following some back breaking contortions under the bulkhead inside the car I discovered the fuse blowing problem was not with the indicators but in the windscreen wiper set up.

Assuming that the cause of the fuse blowing was wiring/electrical, I dismantled the windscreen wiper motor to hopefully discover where the fault might lie. Inside the motor were two sets of windings, one for slow speed operation and another for high speed. I could not work out what was causing the fuse blowing issue so took the motor and on/off switch to the Section's fount of electrical knowledge, Martin Carnell.

He worked out a wiring diagram and assembled the motor and switch on the bench for testing. All seemed to be okay. So back on the car it went but still jerky wiper operation and fuse problems. Serious measures were needed so I purchased a new wiper motor from an Aston Martin specialist, now I was starting from new, but after fitting, still no joy.

So off came the dashboard fascia to inspect the mechanism. The wipers operate by a push-pull cable system where a Bowden cable encased in a coiled wire having the pitch equal to the gear teeth moves in and out to operate the wiper blades. The cable was located within a metal tube, which was clamped into place ahead and behind the gears, across the windscreen.



Removal of the metal tube revealed the cause of the problem. The retrofitted location of the wiper motor, on the bulkhead behind the glove box meant that the metal tube, which is on the left hand side of the image out of shot, had to negotiate a really tight radius, and when fitted had created a series of kinks on the inside radius of the tube, resulting in the spring coiled wire pushing freely against the outside of the bend, but snagging on the kinks on the pulling stroke.



Removal of the tube through the bulkhead could only be achieved by straightening out, but, it was clear to see the problem. Replicating the curve on a new tube on the bench demonstrated how tight the tube was curved, and refitting the tube to the wiper motor confirmed that the internal wire would not work. The tube is ¼ inch (0.250) internal diameter and the wire was 0.243 inch outside diameter, giving only 0.007-inch clearance so even without kinks in the tube, the clearance was so close that when bent the tube closed on to the wire, and the wiper motor did not have sufficient power to move the cable so blowing the fuse.

A different approach was needed, and I purchased a coil of 8 mm (0.315 inch) internal diameter soft copper tubing which gave 0.72-inch clearance and as it was much softer was easier to hand-bend. I also took a much greater radius to assist the situation by dropping the tubing down below the glove box then gradually curving it up over the glove box to the first wiper blade gear.



The tubing was flared at the wiper motor end and, with the wire inserted, a smooth two speed operation which self-parked was achieved. It took several attempts to set the clamping plate pressure just right to prevent the tube from being squashed or moving in and out with the action of the push pull cable.

Now I can drive the car rain or shine. ■

An interesting historical car

Notable is 1¾" glass **but** a soft-top. 0 – 50 in 12.2 Seconds – what would it be **with** the armour?

THE SOLDIERS', SAILORS' & AIRMEN'S FAMILIES ASSOCIATION

A voluntary Association of 15,000 workers with 1,500 Branches throughout Great Britain, Ireland, and in many other countries overseas, founded 65 years ago.

SSAFA looks after the welfare of serving and ex-service men and women's families by:

giving ADVICE on all personal problems,

helping to solve family problems at home for men serving OVERSEAS,

granting temporary FINANCIAL HELP for those in trouble, whose needs are not met by the State,

INVESTIGATING CASES and ADMINISTERING GRANTS for other Service and Regimental Funds, thus preventing overlapping,

providing EMERGENCY HOMES FOR CHILDREN when mothers are ill,

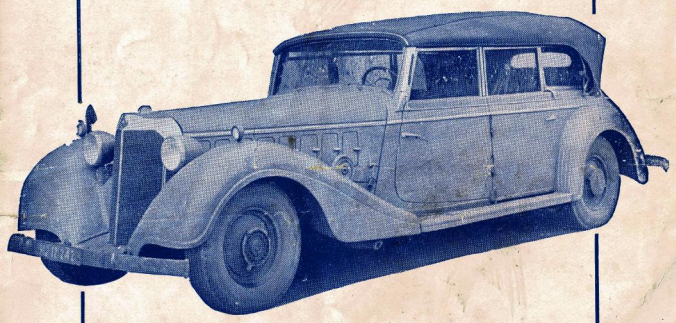
supplying CLOTHING to families in real need,

and administering a NURSING SERVICE for service families in overseas Commands.

The Car is now being Exhibited at—

A. C. PHILLIPS, 1, HONDURAS STREET, LONDON, E.C.1

HERMANN GOERING'S BULLET-PROOF CAR



Captured by the British Army and Exhibited for

THE SOLDIERS', SAILORS' & AIRMEN'S FAMILIES ASSOCIATION

23, Queen Anne's Gate, London, S.W.1

SUPER MERCEDES BULLET-PROOF CAR used by Field Marshal Goering

THE car, which weighs five tons, is driven by an eight-cylinder supercharged engine of 7.7 litre capacity, each cylinder being fitted with two plugs and dual ignition. The engine is roughly over ten times bigger than the average 8 h.p. engine fitted to British cars and is equivalent in volume to the engine of the average 56-seater 'bus.

The car was well proofed against small arms fire, and as a protection against grenades or mines has a specially fitted steel floor. The bodywork includes bullet-proof steel fitted into each door panel, the windows and wind-screen being made of 5-ply glass 1¾ in. thick, and marks from British rifle fire indicate that it really is bullet-proof. A retractable sheet of steel protects the backs of passengers. A secret switch for the electrical system under the driver's seat is an intriguing feature.

Design of Body

The design of Goering's car is based on that of the Super Mercedes Cabriolet D model. Germans have always loved gadgets; they are ingenious in designing them, and this car abounds in them. The hood, important as it is in a tourer, is a work of art, of effortless adjustability, thanks to a springing system, and rubber-proofed against the iciest blast of which the North German Plain is capable. The locker is water- and dust-proof, and, under normal conditions, equipped with four cases including a specially designed toilet case. The electrical installation is extraordinarily complete, from the searchlight to the cigar-lighters under the dash board and in the arm-rests.

Construction of the Chassis

The chassis of the car is a very rigid structure formed of oval tubes and based on the maker's Grand Prix racing experience. Independent front suspension enables rough road surfaces to be transversed at speed. The rear axle is similarly specially designed, with the differential attached to the frame to reduce unsprung weight and axles which swing under the control of the rear springs. The controls are quite light for a car of such weight 20 ft. long. The gear-box has five forward speeds, the fifth being an overdrive ratio. The production model, when tested in England at Brooklands, reached 50 m.p.h. in 12.2 sec., ran a quarter mile at over 100 m.p.h., and finally achieved 108 m.p.h. This model, however, was not bullet-proof and weighed *only* 3½ tons. The engine gives immense power for a "private" car—155 b.h.p. without the supercharger and 230 b.h.p.—twice the usual maximum of the best-performing and biggest lorries and 'buses in Britain—when the accelerator pedal is pressed down far enough to bring the supercharger into action. Developing such power the car screams along emitting a note which is paralysing to other road users and perhaps typical in its manners of the gang for whom it was designed.

The Discovery of the Car

The car was discovered by British Forces in a large enemy vehicle park captured at Lentforden in the province of Schleswig-Holstein. This park, on which 20,000 to 30,000 enemy vehicles had been collected after the final capitulation of Germany, contained many interesting cars, and it was some time before this one was discovered.

Diary – Spring / Summer 2026

Sunday 19th April 2026
Badgers Mount Lunch – Doreen Harvey (deadline soon after publication – book now!)

Saturday 9th May 2026 - visit to Great Northern Classics – Heritage Day, Derby (Nicholas Simons)

26th-28th June 2026 - RREC Annual Rally - Kelmarsh Hall

Sunday 5th July 2026 - Baslow Classic Car Show (Clare Poyser)

Sunday 12th July 2026 - Picnic at Haselour Hall (Mary Mulholland)

Sunday 19th July 2026 - Starman's Open Day (Debbie Howard)

Sunday 26th July 2026 - Picnic at Lupin Farm (Mary Mulholland)

31st July - 2nd August - Harrogate Weekend and Northern Rally at Harewood House (Martin Carnell)

Sunday 9th August 2026 - Smite Brook and Fairfield Lake picnic (Derek Randall)



30th August 2026 - Summer Section Picnic (Clare Poyser))

6th - 9th September 2026 - Autumn Break at Bosworth Hall Hotel (Debbie Howard)

22nd September 2026 - Pre-war small horsepower workshop (Nicholas Simons)

Planning ahead

Put these events in your diary – more details of this and other events for 2026 in July's newsletter.

Sunday 13h December 2026 - Christmas Lunch (Christina Wild)



John Prentice

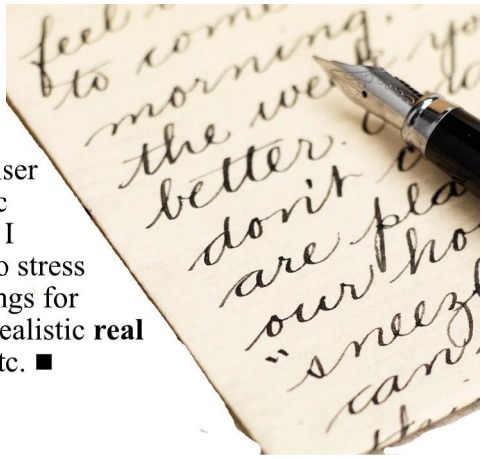


Tailpiece from the Editor

Thank you for reading this issue.

We would like to hear from you about Club activities and what you would like to read about in this newsletter.

Letters may either be for publication or just a communication to the editor. Please make it clear which sort of letter you are writing! Published letters may need to be shortened or otherwise edited but it will be indicated when this has been done.



Finally, a while ago we introduced an online booking system for events. This is a very reliable way of keeping the Treasurer and each event organiser informed about what is happening and, of course, giving you an automatic confirmation of what you have booked. If you have not used it before can I suggest you give it a try for booking your next events? I would also like to stress Debbie's point that it would be really helpful if you can make your bookings for events earlier rather than waiting for the deadline given. Those dates are realistic **real deadlines** where we have to notify people about numbers, meal choices etc. ■



Welcome to new members of our Section

Keith WARD, Coventry; Edwin DOMACHOWSKI, Derby; David ROBINSON, Nelson; Jean-Louis FURIC, Oakham; Hilary BIBBY, Thornton-Cleveleys. ■

Newsletter Distribution

As a one year experiment, all Section members will receive a paper copy of the all issue of *The Custodian* for 2026. If you have an email address known to the club then you will also be sent a machine readable (PDF) copy to this address each quarter.

Event forms and booking note

Bookings for most Section events can be made online on the Section website: https://rrec-eastmids.club/booking.html

We strongly recommend this way of booking it saves postage and payment by BACS is very easy for our Treasurer to track provided you use your name and the name of the event in the Reference field.

Most paper booking forms are now in a separate leaflet rather than as part of the main Newsletter. In the PDF version they appear at the end of the file (i.e. after page 24 of *The Custodian*).

You can post the booking form to the organiser's address given with a cheque for payment. A separate cheque must be used for each event being booked. Confirmation of postal bookings will not normally be given unless you enclose an SAE.

The Custodian is printed in Ruddington by

ADLARD
Print & Reprographics Limited

Rev C1 March 2026

Badgers Mount Hotel – Lunch – Form
Sunday 19th April 2026

I/We would like to attend this event

Name | Address

Postcode

Telephone | E-mail

No. attending | Cheque | (£35 (2 course)/£39 (3 course) per person) payable to RREC (East Midlands Section) | Or BACS

Car model | Year | Reg. mark

Send form to Doreen Harvey, 1 Lawn Farm Cottage, Beggars Lane, Enderby, Leicester, LE19 4LA
(doreenw1948@gmail.com)
Or book online at https://rrec-eastmids.club/booking.html
Closing date 11th April 2026

Menu

Starters

- Homemade Tomato Bisque Served with Crusty Bread Roll
- Prawn Cocktail with Marie Rose Sauce and Lemon
- Creamy Garlic Mushrooms with Toasted Brioche
- Goat's Cheese Pannacotta with Beetroot Gel, Dressed Rocket Leaves & Croutons
- Country Pate, Red Onion Jam and Crusty Bread
- Pea & Feta Arancini with Pea Puree & Parmesan Shavings
- Scottish Mussels in White Wine Cream Sauce, Sourdough Bread
- Crispy Duck Parcels, Sweet-pickled Vegetables, and Hoi Sin Sauce

Menu choice code	
Initials	Name

Main Course

- Farm Reared Roasted Pork Loin, Homemade Apple Sauce
- Seared Fillet of Halibut, New Potatoes, Tenderstem, and Tartar Sauce
- 28 Day-aged Roast Sirloin of beef and Horseradish Sauce
- Roasted Leg of Lamb with Mint Sauce
- Free-Range Corn-fed Chicken Breast with Tarragon Sauce
- Hand Crafted Steak or Chicken Pie with Seasonal Vegetables and Roast Potatoes
- Beef Lasagne with Hand Cut Chips and Mixed Side Salad
- Vegetable Lasagne with Hand Cut Chips and Mixed Side Salad
- Broccoli and Stilton in Puff Pastry Parcel with Seasonal Vegetables and New Potatoes

All Roast meats (and chicken) are served with Yorkshire puddings, Roast gravy and roast potatoes
All dishes come with plated vegetables, and Cauliflower Cheese gratin for the table

Sweets

- Danish Bread & Butter Pudding, with Vanilla Custard
- Treacle Tart with Clotted Cream Ice Cream
- Black Forest Gateaux, Griottine Cherries
- Cheesecake of the day, fruit compote
- Seasonal Fruit Crumble and custard or ice cream
- Selection of luxury ice cream with brandy snap biscuits
- Affogato with a shot of Baileys, Tia Maria or espresso Coffee

Tea, coffee will be available for purchase at the bar

Please explain any dietary requirements here:

Baslow Classic Car Show – Form

Sunday 5th July 2026

I/We would like to attend this event

Name | Address

Postcode

Telephone | E-mail

No. attending | Cheque | £9 per person payable to RREC (East Midlands Section) | Or BACS

Car model | Year | Reg. mark

Send form to Clare Poyser, Somersal Mill Farm, Grove Lane, Doveridge, Derbyshire. DE6 5PB
Or book online at https://rrec-eastmids.club/booking.html **19th June 2026**

Haselour Hall Picnic – Form

Sunday 12th July 2026

I/We would like to attend this event. ***Please note that you should not bring any dogs with you***

Name | Address

Postcode

Telephone | E-mail

No. attending | Cheque | £6 per person - Children free of charge payable to RREC (East Midlands Section) | Or BACS

Car model | Year | Reg. mark

Send form to Mary Mulholland, 12 Ellis Drive, Kirby Muxloe, Leicester, LE9 2LT
Or book online at https://rrec-eastmids.club/booking.html
Closing date 28th June 2026

Lupin Farm Picnic – Form

Sunday 26th July 2026

I/We would like to attend this event

Name | Address

Postcode

Telephone | E-mail

No. attending | Cheque | £6 per person - Children free of charge payable to RREC (East Midlands Section) | Or BACS

Car model | Year | Reg. mark

Send form to Mary Mulholland, 12 Ellis Drive, Kirby Muxloe, Leicester, LE9 2LT
Or book online at https://rrec-eastmids.club/booking.html
Closing date 12th July 2026

Fairfield Lake & Smite Brook Railway – Form

Sunday 9th August 2026

I/We would like to attend this event

Name | Address

Postcode

Telephone | E-mail

No. attending | Cheque | £9 per person payable to RREC (East Midlands Section) | Or BACS

Car model | Year | Reg. mark

Send form to Derek Randall, 1 Brick Hill Lane, Allesley, Coventry, CV5 9BU
or email to derek.randall@btinternet.com
Or book online at https://rrec-eastmids.club/booking.html **Closing date 24th July 2026**

Event forms and booking note

Bookings for most Section events can be made online on the Section website: https://rrec-eastmids.club/booking.html

You can post the booking form to the organiser's address given with a cheque for payment. A separate cheque must be used for each event being booked. Confirmation of postal bookings will not normally be given unless you enclose an SAE.

You can email a copy/scan of the form and pay by BACS if you prefer. Account name: *Rolls Royce Enthusiasts*, Sort Code: *20-63-25*, Account: *70086088*. The Reference should be the event name and your surname.

North of England Rally – Form

Sunday 2nd August 2026

I/We would like to attend this event

Name | Address

Postcode

Telephone | E-mail

Car model | Year | Reg. mark

Body style | Coachbuilder | Chassis number

I am willing to drive my car in the parade if it is selected

Any points of interest and brief history (for commentary) - attach another page if necessary

I wish to enter for the *Graham Pearce Memorial Trophy* – give mileage to event

I am prepared to do a hour of marshalling

I will be taking part in the Saturday Tour

I will be staying at Majestic Hotel so include the entertainment supplement in my payment

No. In car | Amount (£22 per car plus £12 per person as contribution to Gala evening **if** you staying at the Majestic Hotel)

My cheque payable to RREC North of England Rally is enclosed

OR

I have made payment by BACS to Sort Code 20-35-84, A/c 80381365, ref NOR 2026

Notes: Admission is by ticket only. Rally entries need to be received by **16th July** to be included in the programme.

Send form to Mike Blunsom, 4 Acacia Drive, Sandy Lane, Bradford, West Yorks. BD15 9JY
or email mblunsom@blueyonder.co.uk

Bank Holiday Picnic – Somersal Mill Farm – Form

Sunday 30th August 2026

I/We would like to attend this event

Name | Address

Postcode

Telephone | E-mail

No. attending | Cheque | £6 per person (children free). Cheque payable to RREC (East Midlands Section) | Or BACS

Car model | Year | Reg. mark

Send form to Clare Poyser, Somersal Mill Farm, Grove Lane, Doveridge, Ashbourne, Derbyshire, DE6 5PB
or email to clarepoyser@rocketmail.com
or book online at https://rrec-eastmids.club/booking.html
Closing Date 16th August 2026.