

RREC Middlesex Section Magazine



July 2024

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2024



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Editor's Ruminations

The first half of 2024 seems to have flown by and our Section events have been met with a gratifyingly high level of support, culminating in a record turnout of thirty club cars at the visit to Stonor Park in June. Michael Marshall-Clarke did a grand job in organizing this memorable event. A full write-up will appear in the August *Spirit & Speed*.



Michael is now planning a spectacular Diamond Jubilee event for Silver Shadow owners next August. Details of this and all of our planned events appear at the end of this magazine. I don't yet own one of these fine cars, but maybe there is still time to add to the fleet. However I have made another acquisition, a car made by an illustrious engineering firm originally based in Manchester which celebrates its 120th anniversary this year, I have described the car and its makers in '*Other Cars are Available*'. Finally, many thanks to Steve Dolan for his description of a trip to the Peak District. I hope you find this and all our other articles interesting.

The committee is seeking to minimize the overall net cost of our magazine. If your business would like to reach over 200 affluent(?) and enthusiastic people in the London area at just £100 per page, please do let me know.

Shuttleworth, by Richard Skinner

David Siegal received an invite from the organisers of the Shuttleworth Collection for a handful of R-R and B cars to attend their Air display on a hot day in April. The cover photograph shows some of us committee members and a hot Derby Bentley at the event. Richard describes the day.

We had weather which was wall to wall sunshine and blue skies. Temperatures were approaching 25 degrees all day! Michele and I set out in Rosie from Twickenham for the 75-mile journey to Old Warden nr Biggleswade at 8am. We averaged 50-60mph on the faster roads and arrived at 9.30. We were invited to park on the hard standing outside one of the hangars. The idea being that we would be part of a “best of British “display.



Before lunchtime some cars were given a green sticker to indicate they would take part in the Best of British parade on the live airfield during the break. Little did we know that this would take nearly an hour of very slow driving, up and down. I was concerned that Rosie would boil up! She didn't at all, staying

at a steady 75-80f. However, it was so hot that my petrol pumps were working overtime because of fuel evaporation! For much of the hour-long parade they sounded like machine guns, but didn't let me down, thank goodness.

Richard Edgell's Derby didn't have so much luck, the fuel evaporated in the parade because of the heat and the car, which was carrying the event organiser, came to an untimely halt amongst the planes. It did recover later when things cooled, but there were a few stops on the way home for Richard.

Will Bate's Autovac on his 20hp suffered from the heat on the way up and then failed to proceed- however "Dafodil" cooled and Will too was on his way again. Strangely, all of this fun has put David Siegal off anything prewar for life!



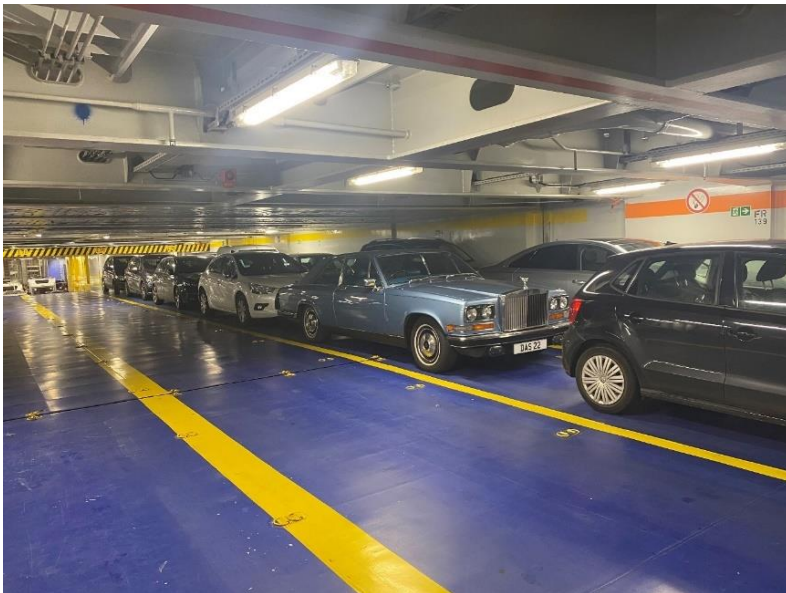
The displays of prewar bi planes for me were the best, not much more than box kites moving with so much Grace. Having said this, the Spitfire display was so moving - not to mention "That Noise" and manoeuvrability were incredibly impressive. So much to do and see there, just a day wasn't really enough. If you have not been to a Shuttleworth Flying Day, I would highly recommend it.

Spa Revisited, part 1, by David Siegal

In 2022, some of us travelled in convoy to visit the historic racing at the Spa circuit in The Ardennes. It was great fun, so we all decided to go again, but a chance meeting with a Surrey Section member at the New Years Day meeting at Brooklands made me think of another route to get there. So, whilst Richard Skinner and friends went across Belgium, Nigel, David and I took the route via Holland and saw some wonderful things on the way. David takes up the story.

The 2024 Spa Classic took place from Friday 17th to Sunday 19th May. Nigel, Richard, Will and I decided to add a detour via Holland en-route. Nigel and I met at Richard's house on Wednesday evening and started as we mean't to go on by Nigel grabbing the spanners and me opening the bonnet so he could adjust the idle. Another busman's holiday for the put upon Mr Sandell and that was before the flat tyre! Once sorted we headed to Harwich for the 11pm departure to Hook of Holland in our mini convoy of Richard's Turbo R, Nigel's Silver Spur and my Camargue.

Stena Hollandia



On Stena Hollandia tucked up for the night.

There was a smattering of classic cars on the ferry with us as you'd expect, with Morgans particularly prominent. Thursday morning was an early start with disembarkation at 8am which may explain why Will in his Silver Cloud III was a few minutes late in meeting us. He was working in Amsterdam and thanks are due to him for organizing the Dutch part of the trip.



Where's Will?

Louwman Museum

First stop was the extraordinary Louwman Museum at The Hague although we had the inevitable drama all convoys suffer as Richard chose to overtake a slow-moving lorry on the motorway just as Will exited right!

Richard subsequently discovered stopping on the hard shoulder is frowned upon in Holland as a recovery truck pulled up, tried to tow him away and when Richard explained he hadn't broken down, was greeted with his new Dutch friend revealing he knew quite a few English words!



Saloon by Vignale

The collection of cars, model cars, sculptures, trophies and other automobilia is so extensive and varied that you really need a full day to give the visit full justice. Also evident was the quality of the display structures with many behind glass so clear as to be invisible. This was demonstrated to me by one head butt and one stubbed finger.

1954 Silver Wraith LWB Special



The museum opened in 2010 and houses over 275 privately owned cars. The collection dates back to 1934 and is designed to give an overview of the history of motoring since 1887.

Early EV much to the delight of MMC!

Spa Revisited, part 2, by Richard Skinner

After a brief tour of E&R Classics, a car dealer in Waalwijk with an amazing stock of cars, Nigel, David, Will and I headed South to rendezvous with the rest of the group, Richard Skinner describes the action at Spa.

Michael Webster and I in Michael's Porsche 911 and MMC in his Turbo took the fast, direct route from the Channel Tunnel. As usual it rained most of the way, and it is a long boring motorway drive from Calais all the way there.



However, once you arrive in the region, the landscape of the Ardennes becomes very hilly and wooded- in fact you realise that you are only about an hour away from the German border. The hotel we stayed at Val d'arimont in Malmedy provides

such good accommodation with detached cottages and your own driveway!

We met with the Rotterdam contingent on Friday afternoon and spent a couple of hours quenching our thirsts in the bar.

The racing over the cool weekend was incredible, everything from 1960's GT,s Cobras , E-Types and the like to group C Le Mans cars of not so many years ago.

We booked some track laps in between the races, can you believe! There's no way you would be able to do that in the UK with all the health and safety regulations.



Will Bate attends to essential pre-lap preparations, remove wheel discs and tighten wheel nuts, but forget about tow hooks & seat belts and ancient tyres!

It was so much fun watching Will and Richard E cornering at speed in Will's Silver Cloud III, hilarious! *(from outside, frightening inside Ed.)*

MMC's turbo had its bar and decanter contents removed before track action. The Saturday night racing in heavy rain was so atmospheric- not to mention heroic on the part of the drivers.



On the Sunday morning, there was an opportunity for some of us to visit the war memorial in Malmedy where 87 Americans were shot in cold blood in December 1944 by a German Tank regiment.



No smoking, Will & Richard sporting their E & R Classics caps.

I think that Spa is still one of the greatest circuits in the world. The elevation changes, the off camber downhill sections and the like still make it relevant not just for classic racing, but for F1 also. The affordability, the accessibility to all areas and the ambience makes this a fabulous annual event. Did I mention the good company too? - fabulous



Good company

Peak District Tour, by Steve Dolan

In May, Steve and Jan Nolan took their T1 to see The Peaks

We embarked on a tour of the Peak District during May and very good it was. There was only a smattering of rain on one day so we enjoyed the fantastic views and driving the superb roads, the thrill of driving them, not the condition I hasten to add, although in the main, they were a lot better than those in Northamptonshire and Buckinghamshire!



It got off to a flying start with a lunch stop at the aptly named village en route and carried on with the lovely undulating road offering views across to the high peaks.

We must confess though that the hotel did not live up to its billing, and the mainstay of their patrons seemed to be coachloads of Saga louts, as one lot

went, so another appeared. Not staying there again.

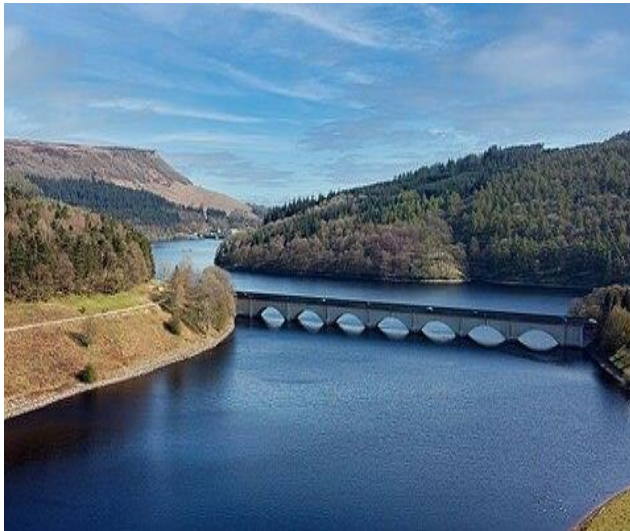


But, on to more pleasant things and the driving round the lovely villages, towns and sights, such as the famous Cat and Fiddle, so famous in Rolls-Royce folklore with the 40/50s and Silver Ghosts pausing there on their trial runs in the early R-R days.



The Snake Pass, although living up to its name, didn't appear to be any more sinuous than lots of the other roads and other than the views of the Derwent and the Ladybower reservoir was almost just another road. But there are others who would sing its praises as it is like no other, they say:

***Snake Pass** is a hill pass in the Derbyshire section of the Peak District, crossing the Pennines between Glossop and the Ladybower Reservoir at Ashopton.*



The road was engineered by Thomas Telford and opened in 1821. The pass carries the A57 road between Manchester and Sheffield, but it is no longer the

main signposted route between those two cities, with traffic instead directed through the Woodhead Pass to the north.



Guess where we called in next, that's right and you can't share it as it's long gone, only a couple of days after we got back in fact and by the way, it was much nicer than those exceedingly popular attempts you get in the supermarkets. Bakewell is a charming town with plenty of tourists, unfortunately this was the

rainy day so after collecting the few souvenirs we did, it was more exploring the highways, byways and villages.



The Blue John Cavern was next, but it was shut! Quite opportune as I was told the cavern was 300 feet down, which means you must walk the 300 feet back up. Surprise, surprise the gift shop was open. Just a well as I could get a present for Jan, whose birthday is coming up soon.

An amazing place, if you can get in, so I've plagiarised something from t'internet. I'll credit them if I knew who it was. Anyway, the Blue John, which is a semi-precious stone* has never been found anywhere else in the world and is unique to Castleton in Derbyshire so I told Jan it's more valuable than diamonds, as they can come from anywhere.



Please tell Jan its worth a fortune

Along the way, we found an interesting little motor museum, where, for a fee, you could 'drive dad's car' <https://greatbritishcarjourney.com/> we didn't actually bother with that aspect of it but it's well worth a look if you're that way.

Needless to say my car took centre stage in the car park where Richard Usher, CEO was busy trying to teach his staff that this was indeed a 'proper' car



Very interesting museum though and even had Baden-Powell's Rolls-Royce, christened Jam Roll there. The name was derived from the 21st. Scouting Jamboree and Charles Rolls which is where the car, along with a caravan, was presented to Baden-Powell in 1929.



Note the radiator cap where the Spirit of Ecstasy would normally be, there is a fleur-de-lis, which is the traditional coat of arms of France, sitting atop the Scouting motto, but also used by numerous other organisations, clubs and indeed is the symbol of the scouting movement. So 'be

prepared'

Driving to the eastern end found us passing Chatsworth House, seat of the Dukes of Devonshire, as I'm sure you all know. It is an extremely imposing building, dating from the middle 1500s



The similarities with driving through the Woburn estate are many, with Henry VIII giving the dissolved 12th century Cistercian Abbey to the original Duke of Bedford about the same time as Chatsworth was being built. Woburn of course was rebuilt a couple of hundred years later.

The very name, 'The Peak District' means there are many high points, needless to say, we elected not to climb any as that is an activity too far for us but we did take in the sights of Kinder Scout, Bleaklow and Chrome Hill, to name but a few, as we drove by in air conditioned luxury. We'll leave all that walking and climbing to the much younger members.

Our trip was too short to take all the sights in and Chesterfield was one we had to miss. We were looking forward to seeing the twisted spire on the parish church of St Mary and All Saints, but that will have to be left for the next time, along with all the other attractions the area has to offer.

A thoroughly good driving tour and can be recommended to anyone. Avoid weekends and bank holidays though as shortly before we went, the Peak District was in the news for the wrong reasons, with photographs of nose to tail traffic and everybody going nowhere. While we were there all roads were clear of any traffic jams.

Annual rally, by Richard Edgell

Recent Annual Rallies had been less successful than the events in earlier years, but this year the Club management pulled out all the stops to bring back the 'wow factor' and it proved to be one of the best.

As Derby Bentley Registrar I was involved in arrangements for a display of Register cars in a large marquee, in my case I was grateful to Larry Riches for displaying his 1934 James Young bodied 3 ½ litre. An innovation this year was the chance for club members to drive a pre-war car. I was very grateful to Wojtek Kordel for supplying two of his superb cars. Driving his fabulous Phantom II Continental around the short circuit was, for me, the highlight of the show.



Middlesex did rather well. We were awarded the Section Trophy as we were somehow '*judged to be the most deserving of recognition*'. Also, I was pleased to receive the Richardson Hosken award for my efforts in arranging our popular road runs.

After a bit of confusion worthy of a Fawlty Towers script, my James Young drophead got the rosette in the Derby Bentley Touring Class. Michael Marshall-Clarke's golden Silver Shadow was once again decorated with the Touring Class rosette.

Other Cars are Available- Crossley 19.6hp by Richard Edgell

One hundred and twenty years ago a well-respected Manchester engineering firm decided it should have another string to its bow and go into the motor car business. Its cars soon developed a reputation for quality and reliability which made them popular with prosperous and conservative buyers and then with the War Office which ordered large numbers of chassis which proved to be very effective in front line use during WW1. After this they successfully entered the owner-driver 20hp market.

I refer of course not to the well-known Rolls-Royce car which was an offshoot of the Royce engineering firm, but to Crossley Motors, a new venture by the famous engine builders Crossley Brothers. I had always known three things about Crossley: they had a very distinctive radiator, Crossleys made thousands of staff cars and tenders for use in WW1, and they had a Maltese Cross badge.

It was only a few years ago when I got to know a marvelous old VSCC member with an encyclopedic knowledge of early cars and owner of a Crossley 19.6 that I started to show an interest in the cars. At his funeral in January, his Crossley featured in the characterful order of service, and I asked his vintagenist son what he would do with the car. He explained that since he was already the owner of a small and eccentric fleet of vintage vehicles, he would have to part with the car which his father had bought, as a recovery truck in 1962.



Events took their inevitable course, and I became the temporary custodian of a hundred-year-old 19.6hp doctors coupe. A proper vintage job, originally designed in 1915: - two wheel and transmission brakes, a massive 3.7 litre side valve 4 cyl. engine, magneto ignition, Smiths 5-jet carburettor, five-gallon cooling system, centre throttle, cone clutch, leather hood, dicky seat, artillery wheels, 820 by 120 beaded-edge tyres and all.



How does it compare with my 1929 R-R 20hp? Whereas the late 20hp is very quiet, with an engine covered in R-R jewelry, the 4-cyl Crossley with its massive crankshaft and flywheel has a typical vintage thumper sound.

The RR does need the use of a gearbox and runs out of puff at 50mph, the 19.6 has the torque of a 60-mph steam train so that gear changes are optional. The massive 'box is fine when warm, but the clutch provides much exercise for a dodgy left ankle. Both cars have light steering, the Crossley with its thin wheels and tyres particularly so.



Braking on the Royce is excellent and does not involve the slight feeling of dread you get with the Manchester car. Thought processes are needed in the Crossley- do you operate the transmission brake with the big right-foot pedal, or the rear drums operated by the handbrake? Or both!

The bodywork is tall and heavy, I imagine a North Country first owner will have worn a bowler hat at all times, whereas the Weymann-bodied late Royce 20 is comparatively low and light in its build.

I have not yet travelled far on the 19.6 on Hertfordshire's roads, but I have come to respect

its makers as very clever engineers. It was designed as an owner driver car which could be maintained by its owner using simple tools and frequent but elementary lubrication, the makers succeeded admirably.



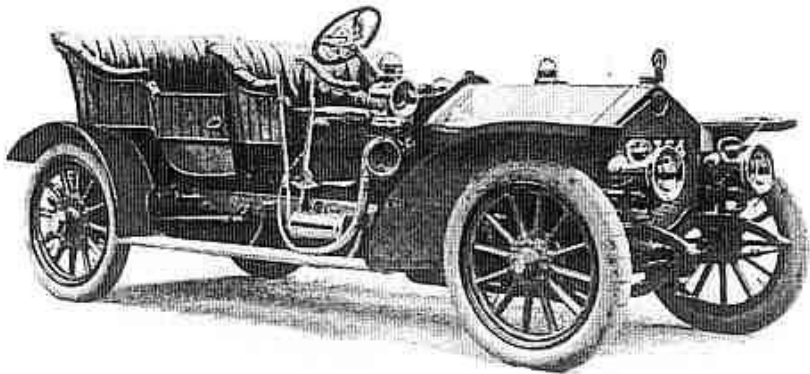
A little bit about Crossley

In 1867, the two Crossley brothers purchased an existing Manchester engineering business. They were progressive in their outlook and soon heard of a revolutionary type of atmospheric gas engine for use in factories. They travelled to Germany and purchased the world-wide (ex Germany) rights to manufacture them from the inventor, Nicholas Otto. By 1876 had sold 1400 engines. At this point they switched production to Otto's new faster, quieter four-stroke gas engine. By 1889, three years after Benz had made his first car Crossley had sold 30,000 gas engines and they could be found across the world.

In the 1890s they moved into paraffin, oil and petrol engines which were also very successful in powering machinery including electricity generating sets, printing presses, sawmills, food processing factories etc. throughout the Empire. By 1904 the substantial business was well able to move into making complete cars via a new company, Crossley Motors. The company had a strong

Christian ethic (hence the Cross) and would never allow a substandard machine out of their factories. Profits from reluctant sales to brewers went to charity.

The first cars were designed by J S Critchley from Daimler and were intended to be 'The English Mercedes'. In April 1906 the famous racing driver Charles Jarrott used a 40hp Crossley to set the London to Monte Carlo record. His record was beaten a month later by a Rolls-Royce, but he regained it for Crossley for a while in 1907

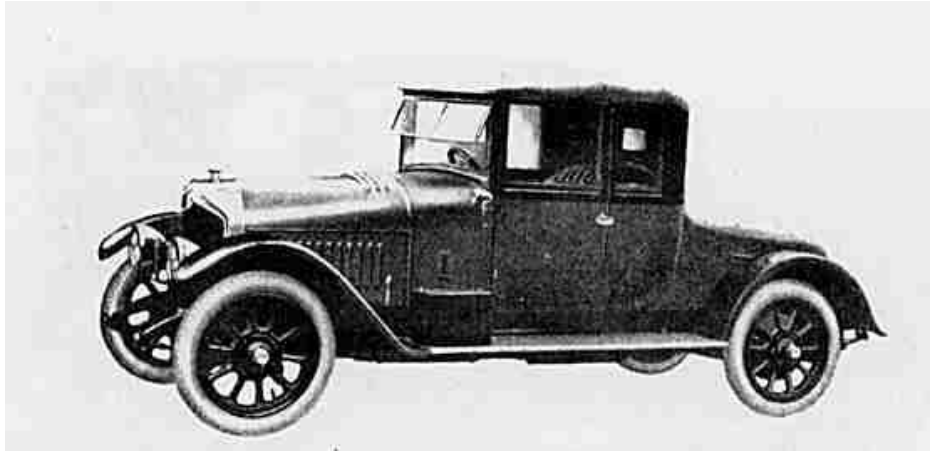


A seven litre 40hp Crossley, (photo from the late John Warburton collection).

With a purpose-built new car factory, smaller models followed in the twelve and 15hp class, with the characteristic V-shaped radiator and the company was one of the first to experiment, albeit unsuccessfully with 4-wheel brakes.

In 1912 the prototype of a revised 20 hp was built. This was the 20/25 hp (4 litre) model and significantly in 1913 six were supplied to the new Royal Flying Corps. This would lead to orders making it probably the most successful Crossley of all time. It continued in production in a modified form until 1925 with a total number built of around 10,000, mostly during the First World War. This, together with the production of Crossley engines to power searchlights amongst other things, was profitable business. The 20/25 grew into a 25/30 in 1919, this car had royal patronage with examples being supplied to the King George V, the Prince of Wales, the Kings of Spain and Siam and Emperor Hirohito of Japan.

The first new model for the decade came in 1920 with the 4cyl.3.7 litre 19.6hp, a new feature was a detachable cylinder head on the engine which like all previous models had 4 cylinders. Crossley maintained that four of their four cylinders were more than equal to the six of other makes.



Catalogue photo of the 19.6 Doctors Coupe

The Motor in 1921 quoted a top gear range of 4 to 64 mph on their test, fuel consumption was said to be better than 20mpg. It cost £835 for the chassis on which the buyer could specify his own coachwork. Complete cars were also available in a wide range of styles such as my coupe.

Crossley Motors continued to build cars under their own name and built cars and components for others such as Willys-Overland, AJS, Avro, Bugatti, Lagonda, Saunderson Tractors and the infamous Burney, until 1938. They then withdrew from the car related business and concentrated on the profitable bus, coach and truck business. The Crossley Bros gas engine businesses continued post-war and parts of it found their way into a division of Rolls-Royce.

I hope this little article has been of some interest. I have little real knowledge of the subject and acknowledge that all of the above has been taken from The Crossley Register website (www.crossley.motors.org.uk) together with the excellent Manchester Science and Industry Museum site (scienceandindustrymuseum.org.uk)

Rolls-Royce Silver Cloud III - Factory Refrigeration, by Will Bate

Picture the scene: the year is 1964, and a Mr Hodge has just received some post through his letterbox from Rolls-Royce. As an existing customer, this isn't unusual, but instead of the regular service reminder or invoice, the letter has more weight this time. Upon opening it, Mr Hodge is presented with a new advertising booklet called '*A New Look at Rolls-Royce Motoring*', in which racing driver Tony Brooks puts a Silver Cloud III through its paces.

Mr Hodge reads with interest and is incredibly impressed. He starts to think he could also drive as Tony Brooks did to the South of France at 100mph in a thoroughly modern Rolls-Royce. He swiftly decides that it is time for a new car and that a Silver Cloud III would fit the bill. Being a large and tall chap, he doesn't fancy a sporty coach-built model and probably prefers a standard steel saloon's look (and cost).

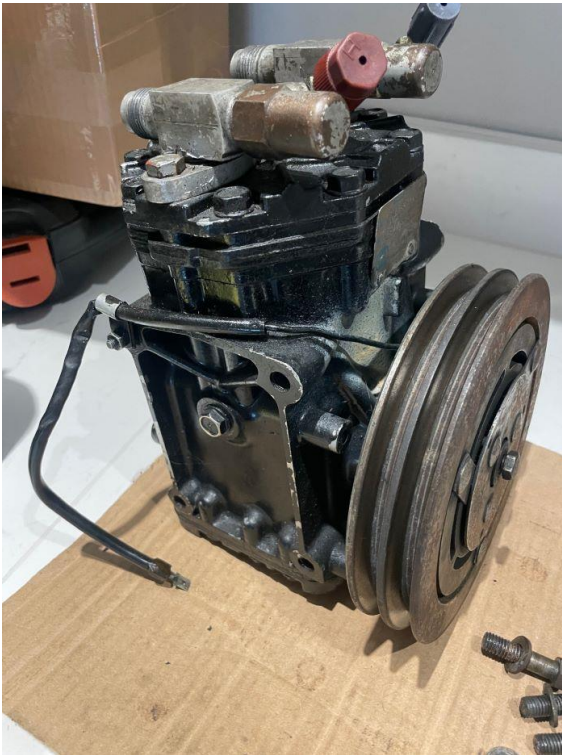
Before he places the order, he studies the booklet and takes note of Brooks' comments about the limited range due to the fuel tank size and then reads the reply by Mr Grylls, RR Chief Engineer, that "we offer a long-range fuel tank, but nobody orders it".

After a lot of consideration, he orders his new car and adds the following features to SGT527 which was delivered to him in October 1964:

Long-range fuel tank, rev counter, factory refrigeration (air conditioning), extra grab handle, nine-piece luggage set, part-leather headlining in white, horn muting switch, an extra 1" length on the front and rear seat bases and 1" lower front seats, additional roof lights in the rear compartment, and other items.

Fast-forward 60 years, and it's my turn to enjoy many extras Mr Hodge added to his new car. The long-range fuel tank gives a good few extra miles over a standard car, and I enjoy looking at the rev counter, but the real and literal icing on the cake is what Rolls-Royce called 'refrigeration' (air conditioning to you and me).

I recently got half of the system working with the help of Charlie at Stiff Nipples AC. First, I removed the enormous and very heavy York compressor



which I had repaired. When it was out of the car, I asked a friend what he thought it was, and he commented, "It looks like something that would have been modern in Brunel's time!" Once I had re-fitted it to the car, Charlie then re-gassed it, and unbelievably, the Upper air switch started producing cold refrigerated air. The Lower system should also produce cold air, but ancient Danfoss solenoids must first be replaced, which will require the removal of the front wing.

Factory-fit refrigeration was a very rare option in the home market due to cost, and for the cars exported to the US, typically only fitted with aftermarket systems once the cars were there due to vast amounts of import tax. Those systems were typically fitted in the boot but used up valuable space. Some benefits of a true factory fit system are that the whole system's underwing configuration doesn't use up boot space, plus there are no ugly additional vents or switches on the dashboard as everything was incorporated into the existing controls.

Will Bate

MIDDLESEX SECTION EVENTS 2024



AUGUST, Sunday 18th
Tewin Classic Car Show, Hertfordshire
Contact *Richard Edgell*
redgell050@gmail.com



AUGUST, Saturday 31st
Hampton Court Concours, Surrey
Contact *Will Bate*
will@northpoleit.co.uk



SEPTEMBER, Sunday 29th
Best of British at Beaulieu, Hampshire
Contact *Richard Skinner*
richardskinner10@btinternet.com



OCTOBER, Saturday 12th
Autumn Road Run, Surrey
Contact *Richard Skinner*
richardskinner10@btinternet.com



OCTOBER, Sunday 20th
Open Day at N.Sandell, Isleworth
Contact *Nigel Sandell*
information@nsandell.com



NOVEMBER, Sunday 3rd
Visit to the DeHavilland Museum, St Albans
Contact *Tony O'Brart*
tony.obrart@gmail.com



NOVEMBER, Friday 29th
Visit to the Mini factory at Cowley, Oxford
Contact *David Siegal*
david@siegalproperties.co.uk



2025 – JANUARY, Sunday 12th
55th AGM at the Grovefield House Hotel
Contact *Will Bate*
will@northpoleit.co.uk

The Committee are busy making arrangements for next year's events, to include a return visit to Forman's smoked salmon smokers in February, a visit to P&A Wood in March, our annual Road Run in April, a factory tour and much more in the pipeline. The full programme will appear in the January magazine as well as being listed on the section website. www.rrec-Middlesex.co.uk

Calling all Silver Shadows – 60th Anniversary Event in 2025, by Michael Marshall-Clarke

2025 marks the 60th anniversary of the Silver Shadow, one of the most pivotal and successful cars in Rolls-Royce history.

As a Shadow owner I have always been fascinated by the 1970s advertising shot of 100 Silver Shadows (illustrated here), taken by Rolls-Royce on a closed section of motorway – at the time the most expensive advertising shot in UK history. The significance of 100 was that this represented a month's production at Crewe.

My aim for the 60th anniversary is to recreate this celebrated image with 100 Silver Shadows, and at the same time, gather the largest number of Silver Shadows in one place since that '70s photo was taken.

Save The Date – August 2025

We at the Middlesex Section are organising a celebratory weekend at **Brooklands Museum, Surrey on the weekend of 16th & 17th August 2025**. The event will be open to all owners of Rolls-Royce Silver Shadows and derivatives (SY models) – Bentley Ts, MPWs/Corniches, Camargues. Both RREC members and non-members too, so please spread the word.

Details of the programme are yet to be fully finalised but expect...

Saturday 16th August – The recreation of the famous '100 Shadows' shot on the finishing straight at Brooklands – open to all Rolls-Royce Silver Shadows, Shadow IIs, Bentley Ts, T2s, MPWs/Corniches, Camargues.

In the evening we're hoping to arrange a Black-Tie celebration dinner in the historic Brooklands Members Clubhouse.

Sunday 17th August – We're aiming to arrange a Silver Shadow and derivatives (SY models) celebratory 'road run', starting at Brooklands with a route through the Surrey Hills.



To register your initial interest in attending this event, please email: silvershadow60event@gmail.com with your name, full car details (marque, model, chassis number, year, colour) and if you would be interested in attending for a day or the full weekend. We will then contact you with further details.

Michael Marshall-Clarke

Committee Member – Middlesex Section, Director – RREC Ltd

Owner SRH 20091



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