



Rolls Royce Enthusiasts' Club

West Midlands Section Magazine



Summer 2019

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Our Section website: www.rrecwestmids.com password **sp1r1t**

Formal Events for 2019

26th August (MONDAY) 'Section Rally at the Pershore Plum Festival',

This is our main local event of the year

See **pages 14 and 15** for information and a booking form

Or visit our website Events page, for information, where you can download a booking form.



20th October A club visit and informative conducted tour at 11am

Harvington Hall, Harvington,
Kidderminster, DY10 4LR

See much more on their website:

www.harvingtonhall.co.uk

£10 entry charge on the day. (OAP's £9)



Followed by a pub lunch at the

Dog Inn, Worcester Road, Harvington, For more info go to: www.doginnpub.co.uk

Two course lunch for only £9 see order form on **page 26**, to choose food and pay.

Or visit our website Events page, for information, where you can download a booking form.



1st December 11am 2019 AGM and Christmas Lunch

At Hogarths, Stone Manor Hotel, Stone,
Kidderminster, DY10 4PJ

Christmas Lunch will be £32 per head, see menu choices and booking form on **page 31**.

Or visit our website Events page, for information, where you can download a booking form.



Our Website: www.rrecwestmids.com - club member password sp1r1t

This years very popular Informal Lunches

Meet at the venue from 12 Noon

3rd THURSDAY of the each month except February & December.

All welcome for a chat over lunch, No booking just turn up and join us.

August 15th

The Holt Fleet Inn

Holt Fleet

Worcestershire, WR6 6NL



September 19th

The Fleur de Lys, Lowsonford,
Warwickshire, B95 5HJ



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- 01902 847 848 -

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November 21st

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17629 06/17



Report - New Members Lunch – Coombe Abbey – 14/4/19



After many sleepless nights wondering if we would ever get the required forty people to this event, we were further worried even more when, by the previous Monday only twenty eight had booked...Whether it was the title of New Members Lunch that had confused everyone we don't know. We had made great efforts to let everyone know that it was for all to attend, not just for New Members although the lunch was in their honour so to speak.

No, this was a chance for new RREC members to meet and get to know existing section members so they could see what was on offer for them by joining the section. To that effect, it was a great success.

Speed forward now to the night before the event. Six days after Coombe Abbey had officially closed their booking for this event, we finally got the 40th person to attend, in the form of Richard Fenner from Hunt House. Phew!!! Mopped brows here at Humpty Towers.

It turned out to be a lovely day, weather-wise, as we set up the very opulent and beautifully appointed Cloisters room where the meal was to be served.

We specifically designed the seating plan so there was either a committee member or a long standing section member on each table that could answer any questions about the Section that were put forward. We had Easter themed place names printed and a small gift of either a chocolate bunny or egg as a present to each of the guests.

The staff at Coombe Abbey were marvellous, and the main supervisor of the afternoon, a lady called Mae really looked after us and ensured that everything went to plan. As for the food, well it was absolutely superb, tremendous value and super delicious to boot.

And the price, well £35 per head for a luxurious three course meal was well worth it. We even commented on this a few days later when visiting a pub restaurant for a two course meal, which cost over £25 per head!

At a suitable interval during the meal, I managed to get out and look in the car park at all the wonderful proper cars that graced the tarmac. A total of 16 member cars were parked there, ranging from several pre-war models right up a 2012 Ghost. More pictures from the event can be found on the Section website event gallery page.

All too soon the afternoon came to a close, with many participants opting to have a walk around the hotel and exploring all the quirky features that it holds. It was a little too cold to walk around the gardens and enormous country park that surrounds the Abbey.

Everyone we spoke to told us how much they had enjoyed the afternoon and the food, and how friendly we all were and, after packing everything away and saying our farewells and thanks to the staff, we fired up Humpty and headed home, slightly tired, very satisfied and extremely happy.

Christine Oatridge and Martin Gliddon



Informal lunches enjoyed by all:

The Queen and Castle , Kenilworth. 18/04/2019



The Old Bull, Inkberrow. 18/07/19 (inspiration for the Bull in the Archers)



Large scale model aircraft show at RAF Cosford - 7/7/19 - By Nick Haes

Looking through the windscreen and beyond the bonnet of our Bentley S2, as we pull into the allocated parking area, reserved for the RREC, there was an Air France Jumbo jet flying. If it was not for hangars in the background to provide



some degree of scale I might question my satnavs ability to deliver us to Cosford and not to Charles de Gaulle airport.

Later in the day we were able to look at this plane when it was on the ground, it has a wingspan of nearly 15 feet and 4 jet engines.

Once it's airborne it almost indistinguishable from the real thing both in

movement and sound.

We had a turnout of 3 Rolls Royce's and 5 Bentleys, also joining us was a Triumph Stag, and a



Corvette, which provided added interest to the members of the public who were viewing the model aircraft.



There was an impressive display of 2 Red Arrows jets, being put through their paces, followed by a display of over 20 planes flying

simultaneously.

We found it most interesting to walk amongst the companies supporting this hobby and view some of their products, in particular, small jet engines, which are available.



Thanks must go to Mike Ridley, who unfortunately couldn't attend, for organising

a very interesting and different day out, I suggest if this event is repeated next year your book your flight tickets early because it's well worth doing.



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Dear RREC Members,

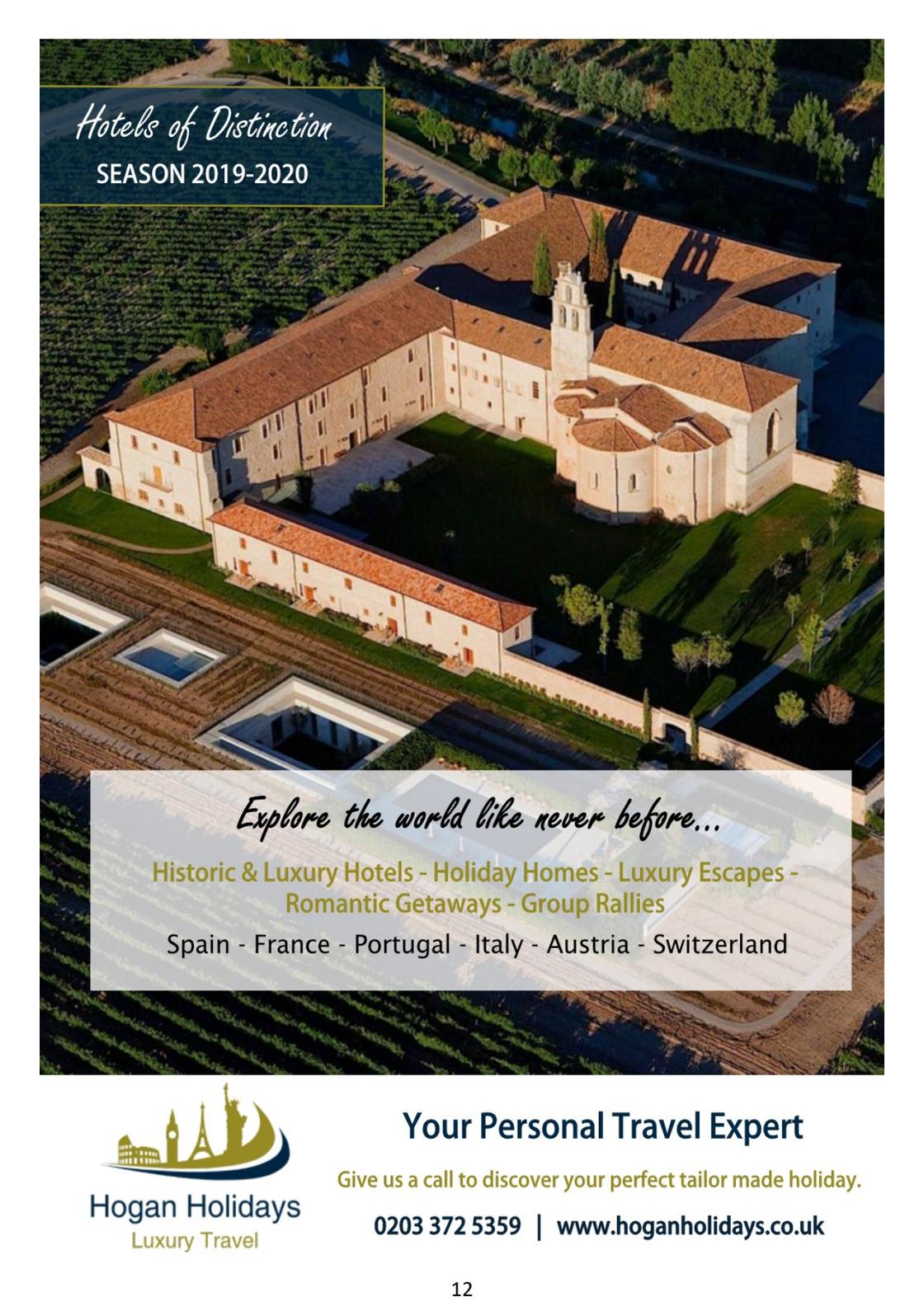
Thanks very much to all of you who brought 340 Bentleys to the Annual Rally to attend our RREC celebration of 100 years of Bentley. This year we had a professional photographer, Mr Ian Skelton, attend the Rally and take a series of studies of the cars attending. This wasn't just limited to the Bentleys! The results have been loaded onto Ian Skelton's website, and members are free to look at the photographs and download these lower resolution pictures if you wish.

If you do want to purchase higher resolution versions of the photographs, this can also be done via the Ian's web site shop.

The link is:-

Go to www.ianskeltonphotography.com. Click on BLOG. Click on RREC Annual Rally 2019. Thanks again to all who helped make Bentley 100 possible.

Bernard Walker



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Dear Members,

We are delighted to announce the dates for our 2019 Technical Seminars at The Hunt House.

Our technical seminars provide what is probably one of the Club's most valuable services to members.

Saturday 28 September 2019

Silver Spirit & Derivatives - Instructors: Ray Hillier and Nigel Sandell

Sunday 13 October 2019

Silver Cloud & S Series - Instructor: Harvey Wash

Derby Bentley - Instructor: Will Fiennes

Full details can be found on the

[Seminar Booking Form on the RREC website.](#)

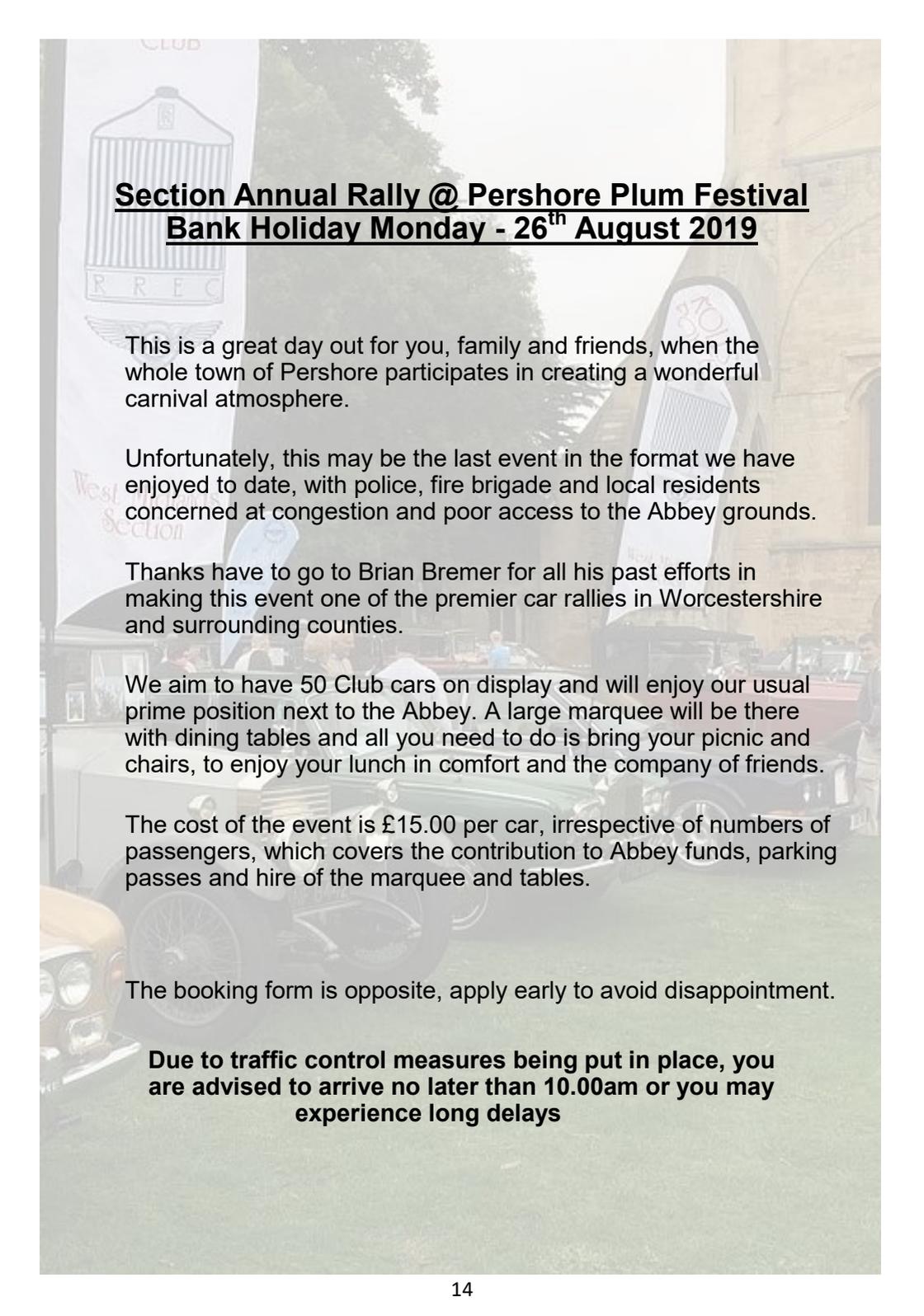
Kind regards

Ailsa

Ailsa Plain

Events Manager

events@rrec.org.uk



Section Annual Rally @ Pershore Plum Festival Bank Holiday Monday - 26th August 2019

This is a great day out for you, family and friends, when the whole town of Pershore participates in creating a wonderful carnival atmosphere.

Unfortunately, this may be the last event in the format we have enjoyed to date, with police, fire brigade and local residents concerned at congestion and poor access to the Abbey grounds.

Thanks have to go to Brian Bremer for all his past efforts in making this event one of the premier car rallies in Worcestershire and surrounding counties.

We aim to have 50 Club cars on display and will enjoy our usual prime position next to the Abbey. A large marquee will be there with dining tables and all you need to do is bring your picnic and chairs, to enjoy your lunch in comfort and the company of friends.

The cost of the event is £15.00 per car, irrespective of numbers of passengers, which covers the contribution to Abbey funds, parking passes and hire of the marquee and tables.

The booking form is opposite, apply early to avoid disappointment.

Due to traffic control measures being put in place, you are advised to arrive no later than 10.00am or you may experience long delays

West Midlands Section Annual Rally

Pershore Plum Festival

Monday 26th August 2019

Please reserve me one car space at a cost of £15.00.

I enclose my cheque, payable to West Midlands Section RREC

Or

I have paid the above amount into the Section Bank Account
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your name & 'Pershore'.

Name.....

Address.....

.....

Car Details (RR, Bentley, Model & Reg)

.....

Please Return to Mike Ridley,

Eden House, Birch Row, Broseley, Shrops, TF12 5NP

mikeridley@hotmail.co.uk.

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The Annual Rally at Burghley House with hundreds of cars on show, or for sale.

Images courtesy of Martin Gliddon







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Classic Motor Cars Limited, Bridgnorth, Shropshire, WV15 5HP, England.

Classic Motor Cars offers bespoke classic car finance through JBR Capital

World-class specialists Classic Motor Cars (CMC) are now offering bespoke personal finance for classic car purchases and restorations through JBR Capital.

The new offering combines the exacting service standards of two-time restoration of the year winner CMC with finance options from the UK's only independent finance provider dedicated solely to high end vehicle finance.

Nigel Woodward, Managing Director at Classic Motor Cars, said: "Besides their charm or nostalgic appeal, classic cars can offer excellent potential as investments. With the tailored finance solutions provided by JBR Capital, enthusiasts can now turn their dream into reality. Owning a classic has never been easier."

Darren Selig, Executive Chairman at JBR Capital, said: "We're delighted to be working with Classic Motor Cars, opening up a range of finance options to prospective and current owners of classic cars."

The available restoration finance options include staged payments and early settlement options to suit almost everybody, equity release against existing vehicles therefore releasing funds that would otherwise be tied up, and refinancing for customers who have existing finance agreements.

For classic car purchases, the finance options include equity release, credit line finance allowing buyers to move very quickly and seal the deal, hire

purchase allowing individuals to pay for their car in monthly instalments, lease purchase which is similar to the hire purchase but with a balloon payment at the end of the fixed term and refinancing.

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For further information about Classic Motor Cars, please contact:

David Barzilay – T: +44 (0) 7860 322 333 | M: +44 (0) 207 544 8980 | E: david@barzilay.co.uk

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Classic Motor Cars (CMC) were founded in 1993 and have over the ensuing years built an international reputation for classic car restoration to world-class standards, to the extent that they are the only company to have won the Restoration of the Year Award twice, in 2011 and 2017.

Staffed by a highly experienced team of engineers and technicians, CMC operate from modern 60,000 sq. ft. purpose built premises based in Bridgnorth, Shropshire, in the United Kingdom, where some 50 to 60 cars can be found in the workshops every month, ranging from classic Jaguars to Aston Martins, Bentleys, Bugattis, Ferraris, Lancias and more, including modern prestige marques.

They offer a comprehensive service for classic car owners, including general servicing, upgrades, accident repairs, repaints, parts, full restorations, storage, transport, car sales and even bespoke car design.

After 100 years of Bentley Motors, time to review possibly its most controversial model, the [Bentley Bentayga](#) with comments comparing the Rolls Royce Cullinan and others.

Courtesy of [What Car Magazine](#)...

The Bentley Bentayga marked a whole new direction for the prestigious British brand as its first ever SUV. When it first arrived in 2016, it was a trailblazer for high-end luxury SUVs and was virtually unchallenged at its price point. Since then, competition has hotted up with cars like the performance-focused Lamborghini Urus and ultra luxurious Rolls-Royce Cullinan following in the Bentayga's wake. But it doesn't just face rivalry from above, there's no shortage of luxury SUVs that cost far less than the Bentley, such as the Range Rover, Land Rover Discovery and Audi Q7.



The Bentayga has a rather eye-watering lineup of engines to help it stand out from its Audi stablemate, though. Right now there is a whopping great big 6.0-litre W12 petrol engine, as well as a 4.0-litre V8 petrol, and there's a hybrid powerplant just launched.

What it's like to drive, and how quiet is it?

If your car weighs the best part of 2.5 tonnes and you want it to reach 60mph in 4.0sec on its way to 187mph, you're going to need a massive engine. How about a 6.0-litre unit with 12 cylinders and two turbochargers? Yep, that should do the trick.

The W12 engine's towering low-down torque makes it extremely easy to build speed and it cruises with amazing quietness. It can't be overstated is just how effortlessly rapid it feels, but that comes at the expense of a prodigious thirst, as you might expect.

There may be cylinder deactivation technology fitted as standard, but don't expect this engine to give your wallet anything but a hard time – it officially promises just 21.6mpg. In reality you'll be lucky to get anywhere near that and it still emits a lot of CO₂.

In reality, the V8 petrol a far more sensible choice. In terms of the way it develops its power and delivers it to the ground, it doesn't give a huge amount away to the W12 and you get a tasty V8 exhaust note into the bargain.

It still emits a lot of CO₂, but should prove to be a little more economical than the W12.

However, whichever engine you choose, be assured that it'll leave an Audi Q7 in the dust in a drag race. Refinement is impressive, too. Wind and road noise are kept to a minimum, despite the car's bluff shape and wide tyres. The Bentayga has four on-road driving modes and four off-road ones that control its air suspension and four-wheel drive powertrain. The ride is generally good; you'll only feel the occasional disturbance over sharp-edged bumps. It doesn't matter that much whether you're in Comfort or Sport (or the default 'Bentley') mode because things never become overly firm.

In addition, active anti-roll bars are fitted. In corners, they quickly stiffen to minimise body roll and keep that hefty body in check, and the system works with remarkable effect. Ultimately, while the Bentayga doesn't have quite the cushioning ride of a Range Rover, it'll easily out-handle one. Similarly, the Cullinan has an exquisite ride, but it's slower than the Bentayga and nothing like as agile.

There are a few clues inside that give away the Bentayga's VW Group roots, but no more than you'd find in other Bentleys such as the Continental GT.

The electronic controller for the eight-speed gearbox is recognisable from the company parts bin, but is surrounded by space for additional switches and convenience features. Ditto the familiar steering wheel, which gets manual override paddles but, as in a Volkswagen or Audi, they're small and rotate with the wheel.



The VW Group influence also shows in an 8.0in touchscreen infotainment system that's functional and easy to use. That said, it's not as responsive or visually impressive as the system in the Audi Q7, which is a shame considering how much more expensive the Bentley is.

The Bentley ethos, though, is better expressed by the materials that surround you. The rich leather and wood veneer, turned aluminium air vents and their organ stop adjusters all remind you that a lot of attention has been paid to this interior. There is a tremendous feeling of quality, especially the detail on the chrome bezels on the switchgear and on some of the panels. However, as special as the interior feels in the Bentayga, a Cullinan's interior quality is still a cut above, and hosts even better BMW-sourced infotainment. There is quite a price jump between the two SUVs, though.

Importantly, the driver is treated to a suitably luxurious driving position; the Bentayga's standard seats adjust in a wide range of directions and the steering column tilts and extends to match.

Visibility is good in all directions, but standard front and rear parking sensors and a rear-view camera are on hand to help in any case.

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The front provides all the space two tall adults could need, and cocoons the driver with a high centre console that flows into the winged dash design Bentleys have become famous for.

If you buy the four-seat version – as most will, according to Bentley – you'll find two throne-like seats in the back rather than the usual bench.

They're extremely comfortable and easy to get in and out of.

Boot space is very generous. The Bentayga's load bay is flat and long, and big enough for several large suitcases. There aren't many clever tricks or cubbyholes; it's just a nice, tidy space in which to stow things. A powered tailgate comes as standard, but you have to pay extra to opening with a foot-waving gesture beneath the rear bumper. You also have to open your wallet for optional boot separators to keep luggage in place. The rear seats split 40/20/40 as standard and fold to open up the boot, although we doubt you'll see many Bentaygas at the local tip.

So, the Bentayga is a decently spacious and practical luxury SUV, but the trouble is that its closest rival, the Range Rover, is even more so.



It's no surprise that Bentley's self-proclaimed 'ultimate SUV' costs a lot to buy. Even the cheaper V8 version will set you back more than some houses, but is a positive snip compared to the quarter-of-a-million-pound Rolls-Royce Cullinan.



However, for us mere mortals who have cash in slightly less abundance, the Bentayga is actually quite a bit pricier than the mechanically related Audi Q7, and you have to really appreciate the bespoke craftsmanship of Bentley to want to pay such a huge premium.

Still interested? Then the hefty running costs are unlikely to put you off either.

It goes without saying that you'll find a lot of standard equipment onboard.

Sat-nav, Bluetooth, a DAB radio, USB connections, automatic LED headlights, auto wipers, heated leather seats, front and rear parking sensors and a rear-view camera are all included. Of course, there's also a long and expensive options list to peruse. Be careful, though – several of the boxes will cost you at least £10,000 each to tick.

At this price level, though, personalisation is key, and Bentley includes 17 paint colours, 15 leathers and eight veneer choices all free of charge. Beyond that, there are 90 optional paints, as well as the ability to simply create your own completely bespoke look, although the latter has no official price. But as they say, if you have to ask.....

For those of you looking back and dreaming of the old days?

This may of interest to you, it is understood that this unusual means of transport may have been utilised as a way of transferring this car to a loading deck at an exhibition hall, where ramps were not available?

Or did it fail to proceed, to then be drawn by two horsepower.

Or do you know better?



SLEEPERS AWAKE!!!

By Peter Edwards

The first Merlin was a 20/25 which had been "restored" and named in the US. Merlin IV, a 1996 Silver Dawn (one of the last 'real' Rolls-Royces) was a lovely car. However it was too big. It fitted in the garage (just) but parking was a problem, so when I saw Merlin V (a 1978 Shadow II saloon in Hanwells), that was it and I bought my fourth car from Stephen Brown.

First registered on 26th May 1978, Hanwells had known this car since 1994 when it had done some 52,000 miles and has only covered 2,000 miles since 1995, although Hanwells had kept it serviced. The recommissioning details, and parts replaced, they had carried out cover two pages including a complete rebuild of the braking systems, and it looked, and sounded, good. But the sleeping giant didn't like being woken up! I drove home from Ealing, stopping off on the way, the car was admired and I turned the key. There was an odd noise of the starter (a replacement) turning but not engaging! After another cup of coffee and a few phone calls we tried again and this time, albeit reluctantly, he fired up and I went home.

The more I drove him, the more I liked him! I took him out again, running well on a lovely sunny day, parked in front of the garage - and he wouldn't start again. As before, leaving him until it was cooler was the answer, but not a solution.

Other minor problems became noticeable, and it soon became obvious that, in spite of intensive recommissioning, the car was not used to being used. Typical "faults" were the N/



S seat belt would not fasten but a bit of exercise and some oil seemed to bring it to life, the aircon spasmodic, and so on. The guess was that the new starter needed replacement so a journey back to Hanwells (there is a 2 year warranty) was planned where the overheating could be checked. The drive down was fault free (I did not dare stop!). Outside their showroom he demonstrated the problem perfectly by re-gurgitating a quantity of coolant and refused to start again!

One week later I was called to say that he was ready again and so I climbed into their loan car, known as the skate board, and brought him back again, since when he has behaved himself and is much admired. The aircon is back on form, the ammeter is working fully and he is quieter and driving a lot better. Petrol consumption was poor at 11 mpg, but indications so far are that he is reverting back to normal. It all goes to show that you cannot leave a car for that long and expect it to start again with no problems. Cars, particularly "proper" ones, do have a soul as well. My thanks to Stephen Brown and all at Hanwells for all their help and advice over many years.



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MENU CHOICES

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PUDDINGS

TRIO OF ICE CREAM (V) Ask for todays selection

MELT IN THE MIDDLE CHOCOLATE PUDDING With vanilla pod ice cream

BRAMLEY APPLE PIE With custard

Number in your party Total remittance

Either; by cheque, payable to - West Midlands Section RREC

Or / By bank transfer to Lloyds - Sort Code: 30 15 39 A/c: 00337771

Reference: 'Your RREC membership number' and surname if possible

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£369.00

Diaphragm Clutch Upgrade Kit

RH7199KT-X

This replacement clutch assembly is designed to remove clutch judder and vibration commonly experienced when using replacement modern clutch friction lining materials. The original clutch was designed for use with asbestos-based friction linings and with the abolition of the asbestos-based lining materials, clutch harshness and judder has become a common experience. This is difficult or impossible to cure using modern friction lining materials, often requiring several very labour-intensive and costly iterations of fitting and testing, with no guarantee of completely smooth clutch operation.

The *Prestige Parts®* replacement diaphragm-type clutch uses a completely new mechanism, designed for use with modern friction lining materials, and has been developed with the technical input of renowned Rolls-Royce and Bentley specialists. This kit may be used to replace both 10" and 11" clutches fitted to post-war Rolls-Royce and Bentley vehicles equipped with manual gearboxes and is sold with a three-year warranty.

Bentley Mark VI & R-Type

Rolls-Royce Silver Dawn & Silver Wraith



£1,359.75

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A review of the 'Cambridge Concours' event.

The Cambridge County Polo Club, favoured and frequented by Prince William, was the gathering place for 55 members to start our annual three day break.



As 23 cars graced the perimeter of the field, members each enjoyed a picnic hamper and bottle of Cava, supplied by local caterers.



Just prior to the match laid on especially for our members, the excellent commentator explained the rules of the game, and then invited Chairman, Mike Ridley, to start the match by throwing the ball into the midst of the expectant ponies and players.



The game was thrilling, comprising four chukkas, with players using a fresh pony for each chukka. We watched enthralled as a 13 year old Argentinian girl challenged a 28 year

old jet fighter pilot for possession of the ball, neither giving any quarter, and the girl winning!

On the second day we travelled to the Air Museum at Duxford, one of the many Battle of Britain air fields, with one of the most remarkable collection of aircraft old and new.

Knowledgeable guides helped us appreciate the history surrounding these wonderful planes.



Our final day comprised a visit to Ely, where arrangements had been made to park our cars on Palace Green, adjacent to the magnificent Cathedral and much to the appreciation of local visitors. All members had been given tickets allowing visits to the Cathedral, Stained Glass Museum and a boat trip on the river, but there were many other attractions within easy walking distance if they were so inclined.



With entertainment on two of the three nights spent at our hotel and with such a varied programme of events, this was a very memorable and enjoyable trip.

(photos kindly supplied by Alan Rowlinson & Malcolm Ward)

Pictures of your car wanted

By Martin Gliddon

On the section website there is a gallery of members car's – please see below for details of how to get your car on the website – and a contact us form, for enquiries and more.

If you want to add your car to the Section Gallery, please email a picture of it to me at m.gliddon@sky.com with the following information:

Car's year of manufacture and Make

Type of car (Shadow 1, or Spur II, Phantom1, Arnage etc.)

Registration Number and Owner's Name

Body type plus Chassis Number

Exterior and Interior colour.

*The website password is now **sp1r1t** each i being a number one!*

The Section Website,

www.rrecwestmids.com is fully functional

and up to date, as the section moves further forward into the digital age.





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It stops any existing rust from spreading and new rust from forming. It also lubricates all body hidden mechanical parts and protects many electrical connections from corrosion.



All Rolls-Royce Enthusiast Club West Midlands
Section members get a 10% discount.

www.krown.co.uk

Contact us: 0121 5573874, 07340904900
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Hogarths Stone Manor Christmas Luncheon

1st December 2019 - Menu choices

- Celeriac and Parsnip Soup, smoked cheese (V)
- Ham Hock Salad, toasted ciabatta, pickled red cabbage
- Grilled Mackerel, horseradish crème fraîche, roasted cauliflower and hazelnut
- Filo Tart, artichoke and goats cheese, watercress purée, pickled cucumber (V)
- Smoked Chicken and Roasted Pumpkin Salad, honey and mustard dressing

- Roasted Sirloin of Beef, Yorkshire pudding, red wine gravy
- Nut Roast, sprouts and chestnut casserole, sun dried tomato & cauliflower dressing (V)
- Belly Pork Stornoway, black pudding potato cake, roasted apple, cider sauce
- Salmon Fillet, caper rosti, roasted cauliflower and spinach, crayfish reduction
- Roast Turkey Breast, sage seasoning, pigs in blanket, roast gravy

- Hogarths Steamed Xmas Pudding, cranberry & vanilla gel, chill rum anglaise
- Baked Pumpkin Cheesecake, orange ice cream, quince compote
- Warm Apple Tart Tatin, cinnamon ice cream, Parisienne apples
- Crème Caramel, amaretti biscuits
- Coconut Pavlova, praline cremeux, rum and lime sorbet

Please mark number of each menu item required above

Number in your party @ £32 each

Total remittance

£

tick

Either; by cheque, payable to - West Midlands Section RREC

Or / By bank transfer to Lloyds - Sort Code: 30 15 39 A/c: 00337771

Reference: 'Your RREC membership number' and surname if possible

If you don't want to damage your magazine, download this form on the website

Either way, please post completed form to:

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Website:

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