

GHOST
20
CLUB

THE 20 - GHOST

CLUB RECORD

SUPPLEMENT

SUMMER 1975 - SEP 2.

CARMAGUE WAS LAUNCHED
ON 5 MARCH

The Chairman writes

This is a RECORD supplement and does not replace the normal RECORD. It is our intention to keep you informed on events etc and show that we are thinking of you. Those members who attended the Club AGM will remember the discourse on the difficulty of producing the RECORD due to the very rapid rise in cost of paper, printing, postage etc; and also the fact that Iris Terry was unable to continue as Editor owing to pressure of work. Iris produced very fine copies of the RECORD and we are all very grateful for her efforts. I am happy to welcome Nigel Fredrick (no second "e") who will edit the RECORD in future. Members who went to Portugal in 1973 will remember Nigel and his wife Gill drove Anthony Heathcote's second car a Silver Dawn.

The Spring Luncheon at Great Fosters, near Windsor on May 4th will be the first event of the season. The private dining room only seats 48 so you must apply as soon as you receive your form. Additional seating will be available in the main dining room.

On June 8th we hold a Rally and Concours at Kensington Gardens, London. This event will be rather special and we hope to see many Club cars that have been hiding away in semi-retirement. Rolls-Royce Motors have promised to send the original Silver Ghost, the 10 h.p. 2cyl; the Phantom VI; the Corniche Drop-head; and the new Carmargue. Our Master Stanley Sears has promised to bring the 20 h.p., 4 cyl; and the Louis XIV Phantom I. The Science Museum have also promised their 10 h.p. 2cyl. So do make the effort - you may not wish to enter the Concours but bring your Royce and attend the Rally. You will have already received an entry form.

Later in June we are off to Norway and some sections look exceedingly attractive. I understand that one or two cars can be squeezed in but be quick in contacting Anthony Heathcote.

July 20th sees the Club Driving Tests - this year to be held at Brooklands. Again it would be nice to see some of the old members. Remember the old Brooklands motto "the right crowd and no crowding".

Skit Poulter has now become our Secretary taking over from Fred Watson. Fred still remains Treasurer.

We have now obtained a supply of Club badges. In red for full members and in black for associates (owners of 8 cyl. cars only). We also have a supply of "silver-wire" badges for blazers. Some advertising space will be available in the RECORD later in the year. Rates can be obtained from the Treasurer.

Last year the photographic trophy was not awarded owing to lack of entries. So this year keep your camera ready - you may win.

Philip Taylor

Rolls-Royce Motors introduce the CARMARGUE

Introduced on March 5th, the Carmargue is a new two-door saloon styled by Pininfarina and built by Mulliner-Park Ward. It is an addition to the present Silver Shadow and Corniche range. The monocoque body is completely new although the basic platform is identical to that used for the Shadow and Corniche. The Carmargue is 2 cm (0.75 in) lower than a Corniche saloon and 9 cm (3.5 in) wider. The rear seat width is 21.6 cm (8.5 in) greater than the Corniche saloon and luggage capacity is increased by 0.8 cu m (3 cu.ft.)

Technically the Carmargue shares the mechanical units of the Corniche with the following principle changes - a lower compression ratio to enable the car to operate satisfactorily on reduced lead content fuels; a Solex four-choke carburettor replaces the twin SU installation in all markets except the USA and Japan; the Lucas Opus electronic ignition system is introduced for the first time on a Rolls-Royce model; and a twin exhaust system is specified for all markets except the USA and Japan.

Cars destined for America use a single system incorporating a catalytic converter. Cars for the Japanese market will have a single system similar to the Silver Shadow.

A major innovation is the automatic air conditioning system. This has been designed and developed by Rolls-Royce Motors engineers and, as the first and only such system to offer completely independent temperature control at two levels, it is thought to be the most advanced of its type currently available. Once the driver has set the desired temperatures for the upper and lower parts of the interior, the air conditioning will maintain them automatically and unobtrusively. The installation has been designed to ensure that interior window misting is virtually eliminated.

A gauge showing outside ambient temperatures, comprehensive warning systems including an ice warning, automatic speed control with switches incorporated in the gear selector lever, a stereo radio and quadraphonic tape playing equipment are all part of the standard specification.

The radiator shell leans forward by an angle of 4° from the vertical. The design of the body shell has made provision, particularly in the wheel arch areas, for future developments in tyre technology.

The Carmargue has been designed to meet all current international standards relating to safety. The fascia for example is very flush and uses impact absorbing aluminium panels veneered with walnut. The doors have anti-intrusion beams as an integral part of the structure and a collapsible steering column is specified.

The Carmargue is being built at a rate of one car per week. Production will be increased to 2 per week by the end of 1975. Each car takes about 24 weeks to build.

Rolls-Royce Motors have suggested the following range of colours to complement the styling of the car:-

Larkspur, Crown, Cobalt, Sepia, Fenland Sedge, Ascot Green, Paprika, Tudor Red, Mistletoe, Laurel, Richmond Blue.

ANNUAL DINNER

The 25th January was a memorable occasion for all who attended the Annual Dinner, and especially for Mr. Fred Watson, but more of his involvement later.

Held as before at the Hyde Park Hotel in London, it provided an opportunity for a renewal of old friendships and the making of new, the atmosphere having an almost heady sparkle throughout. Animated conversation filled the room during the reception, even while we went in to dine, to be hushed only briefly for the Loyal toast. Your journalist is not noted for his love of fine food, but thoroughly enjoyed his repast, especially the vol-au-vent, the croutons with the soup and the cerises noirs, even if the duckling was, like the cellar, remarkable for being unremarkable. However, very few dishes were removed unfinished, and over coffee and liquers, the Master, Stanley Sears, welcomed the gathering in toto, and the Guests in particular. He had made the trip especially from his home in Portugal to be present at this event, looking fit and bronzed, even younger than when we saw him on the tour of Portugal and obviously enjoying the support of Mrs. Sears for the first time at one of these gatherings.

After acknowledging the presence of several distinguished guests and members, Mr. Sears formally proposed the toast of 'The Guests'.

Our next speaker, Mr. R. E. Garner, has but recently retired after completing fifty years' service with the Company, told us many anecdotes relating to that service, and obviously enjoyed his time with Rolls-Royce, even the hard slog with the aero. division during the war. His memories of several attempts on the world water speed record were evidently still vivid, especially his part in a successful breaking of the record, travelling as a riding mechanic in the boat, a thrill denied to present-day mechanics. What changes he has witnessed, starting as a boy with the Ghosts just going out, and seeing it right through to the Corniche!

For his response Frank Hellings disdained the use of the microphone at first but retaliated effectively at those who complained of inaudibility. His dry humour and commanding presence made one think that the stage had lost what the Bar had gained. Gilbert would have been proud of you, Sir!

Mrs. Joan Watson then presented the Club's Trophies, gained over the past year. Unlike most who perform this office she could not claim that the recipients were strange faces, for Andrew Taylor seemed to have laid claim to most of the silverware: a remarkable performance which suggests a parody on a famous Churchillian quotation. However, I will resist the temptation, and in any case, Andrew can hardly be a 'Few'.

Mrs. Watson was graciously pleased to accept a bouquet of flowers from Miss Janice Craig, daughter of John Craig of Rolls-Royce. Miss Craig was not, at fourteen, thought by her parents to be old enough for an evening function such as this, but the Chairman persuaded them that it was a shame to bring her all that way and then leave her in a hotel bedroom, so she joined us, kept her composure and her dignity splendidly, made most of the gentlemen present wish she were a little older, they were a lot younger and generally charmed us all. I hope she enjoyed it all as much as we enjoyed her unexpected company.

The Master then rose to point out that this was a special occasion and invited Anthony Heathcote to enlarge upon this. This he did, being borne along by his own eloquence to such a pitch that a stirring call to remember that we were British and that that meant something special which we should try to preserve evoked vociferous response from a sympathetic audience. He cited as his example of a true Briton, Mr. Fred. Watson, whose recent retirement from Office as Club Secretary had recently been made public. Anthony paid tribute to the loyalty, steadfastness and humour with which the former Secretary had carried out his duties and was much pleased to present him with a magnificent silver tray, bearing an engraving of his famous Alpine 40/50, complete with its owner at the wheel, and Mrs. Watson with a gold pendant.

Mr. Watson professed himself moved by these tributes and observed, while discreetly wiping away signs of unwonted emotion, that if his successor, Skit Poulter, was as well supported as he himself had been, then his task would be a light and rewarding one. An equally splendid and unexpected gift from Rolls-Royce was presented by Mr. John Craig. Tribute and commendation poured in from all sides, and Mr. Watson resumed his seat looking faintly overwhelmed.

This was more or less the end of the formal proceedings, and we had all too short a time for dancing to a commendable band and then it was almost over, a discreet push start for a Silver Cloud II (Rolls-Royce don't make batteries) and we were off into the cold of a January morning, warmed by the companionship of good people, and perhaps a little by the grape and the grain.

"100 LC"

An Interview with GAR 21 by Our Motoring Correspondent

It was on a glorious English spring day that I went down to Kent to interview GAR 21. I found her resting in her garden admiring the apple blossom of her orchard which was just then at its best.

After introducing myself I asked her if she would care to make a few comments on motoring manners and the world in general as she found them today. She graciously consented.

"You were born in 1937 I understand," I began. She interrupted me.

"That is the first difference," she said, "No one in my youth would have asked a lady such a question."

I apologised. "Do you find manners much changed?"

"Yes, very different. I find manners in town and on motorways quite appalling, although in fairness I must say that fellow motorists do show me a certain deference, I hope due to my behaviour and appearance, but perhaps due to my age as you would no doubt say."

"Tell me," I said, changing the subject, "I know that you belong to the 20-Ghost Club; what exactly is it like?"

"Well I suppose you could say it consists of people who follow certain unwritten rules: they do certain things and refrain from doing others."

"Could you be more explicit?" I enquired.

"Ideally they show consideration at all times to fellow motorists, they keep themselves in good mechanical trim and their coachwork in pristine condition. You know the Latin tag 'Motor sano in corpore sano'. They do not ever lose their tempers, they do not gossip about their fellow members or other clubs, they do not tell smutty stories, nor make snide remarks."

"It sounds rather prim and proper," I ventured to say.

"Young man, good manners are the prerogative of a gentleman and if you wish to tell smutty stories or be rude to ladies, there is a certain make of car which would admirably suit your purpose; but I and my friends and relations would not desire to put up with such behaviour."

"Of course," I said, "there are many bearing your family name that do not belong to this Club and may have different ideas."

"No I do not think so," she replied. "I do in fact belong to several other clubs. I have discussed this with several Phantoms, Ghosts and 20s and although there may be slight differences of emphasis, we all, I'm certain, subscribe to the same ideals. Now regarding the post-war generation, I can't deny there was a certain generation gap, but time is a great healer and some of my best friends now are Clouds and Dawns."

"That is very interesting; may I now ask you what you think of the future?"

"You know this is a very painful subject to me; I went through a period of great anxiety due to certain mysterious financial vicissitudes, but now, thank God, that is all over and I look forward to the future with great hope. I have every confidence that my great grandson, whom we are expecting in April, will bring great renown and admiration to our family. Mind you, wild horses would not drag his name from me at this stage but I hope you and all who are interested in our family will come in June when you will be able to see together for the first time every member from our founder, born in 1905, to our youngest, born 1975. I hope all members will drop me a line by return of post to say that they can join me in Kensington Gardens at 11.30 on Sunday 8th June. They should let me know right away so that I may make the necessary arrangements and have a programme printed with their name on it. Our last meeting there was in 1954 and as this year is the Club's Silver Jubilee, I expect there will be about fifty of us present."

I promised to pass the message on and took my leave, but not before having another look: what a perfect scene - an English carriage in an English Countryside; beauty and serenity with a complete lack of ostentation. Both knew they were the best in the world.

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GENERAL NOTES

LIBRARY - Members are reminded that the Club Library contains a considerable amount of Rolls-Royce literature, most of which may be borrowed from the Librarian. This includes issues of "The Flying Lady", instruction books, Rolls-Royce Bulletins and files of cuttings.

INSIGNIA - Club insignia are available from the Secretary and includes lapel brooches (for ladies and gentlemen) in sterling silver, Club ties, silver cuff-links and car badges.

MAGAZINE - Back copies of the Record may be obtained from the Editor.

CLUB TIE - A new silk tie in blue, embroidered with the Club badge in red, may be purchased from the Treasurer, price £4 each.