

THE 20-GHOST



CLUB RECORD



3AZ112 at Chateau Margaux

AUTUMN 1965



Autumn 1965

LORD HIVES: AN APPRECIATION

With the death of Lord Hives, we have lost one of the greatest men of our generation. Suitable tributes have been paid to him elsewhere, but I feel that some personal reminiscences would not be out of place, especially as I was privileged to know him very well indeed.

'Hs', as he was known to all, was a man of very strong character and had the rare asset of imbuing his enthusiasm for hard work into his team, even if it meant continuing to exhaustion. On the other hand, he had an extremely kind and sensitive nature and was full of impish fun.

I well remember the first time he came to lunch at Bolney to see the cars, and particularly the 1912 Silver Ghost limousine (1721) which had just been fully restored. Mr. A. G. Elliott (E) came with him and after lunch we started off on a test run. I drove for a few miles, then handed over to Hs, who had noted the requisite pauses between the gear changes, and although he had not handled a gearbox of that type for very many years, he changed with absolute precision and silence, double declutching up and down at varying speeds.

E was then sitting beside him and the two of them were reminiscing about the old days and thoroughly enjoying themselves. After a few miles Hs pulled up and offered the wheel to E, challenging him to make silent gear changes, which he did with almost the same precision. When we got back they both had expressions like delighted schoolboys and said they had not enjoyed themselves so much for years.

The following is an extract from the story I wrote for C. W. Morton, which is included in his book "History of Rolls-Royce Motor Cars".

When I had finished the restoration of the 1905 20 hp 4-cyl Rolls-Royce (26350), I took it up to Derby in May 1956 for inspection at the works. My wife and I were guests at Duffield Bank House and Hs and Lady Hives were to be our hosts for dinner. The 20 was standing outside when they arrived. Hs insisted on examining the car before dinner and, after a preliminary scrutiny, sat in the driver's seat casting a knowing look over the dashboard and controls. Next he casually flicked on the battery switch, the trembler coil buzzed, and the engine started immediately. "Damned good" he said, "That's what they always used to do-let's go for a run."

We all piled in-Mr. (now Sir Denning)Pearson, Mr. Dorey, Mr. Kelley and myself. We went down the drive, Hs changing up through the gears without a sound and steering a perfectly straight course. Here was the hand of the master unspoilt by the passing years. He had just driven in on the latest model Rolls-Royce with automatic gear box and power steering giving $4\frac{3}{4}$ turns from lock to lock. He jumped back to 1905 with the very tricky crash gearbox, and steering with only $\frac{3}{4}$ of a turn between full locks.

We thought that he was only going to take us to the end of the drive and back, but we reckoned without Hs. His face assumed the expression of a delighted schoolboy and he sailed with full confidence out on the road to Duffield. After a couple of miles he turned to one of the passengers (who shall be nameless) "Now you have a go and let us see what you make of it." Unfortunately, the gentleman in question was not able to adapt himself so readily to the old art of driving. At first we snaked through over-correction of the high geared steering and the gear changing could not be classed as inaudible!

After much pleasant banter from Lord Hives we were soon back at Duffield Bank House, and enjoyed a splendid dinner. - S E S

CONCOURS MARKING

It is felt that many members will be interested to know how marks are allocated in club concours according to the guide issued to judges.

In general terms, judges should award 50% for what is Rolls-Royce and 50% for what is constructed by the body-builder. When it is necessary to compare two body functions (say a limousine and a drop-head coupé) judges should compare merits of the body in question with others of that type and age whether present or not. In other words, it is possible for any body function to gain 100% if, in the opinion of the judges, it is designed ideally for the desired function.

Marks should be awarded as follows:	
A Interior cleanliness and smartness.	100
B Exterior cleanliness and smartness.	100
C Under-bonnet cleanliness, smartness.	100
D Chassis cleanliness.	100
E Originality.	150
F Mechanical state.	250
(For concours d'elegance only, an extra 100 marks are awarded for elegance of design)	800

A INTERIOR CLEANLINESS AND SMARTNESS	
i State of carpets and cleanliness.	20
ii State of upholstery and cleanliness.	20
iii State of woodwork.	20
iv Ease of window winding.	10
v Interior fitments working (Lights, lighters, blind, springs).	20
vi Steering wheel controls, gear levers, brake handles	10
	100

B EXTERIOR CLEANLINESS AND SMARTNESS	
i State and cleanliness of paintwork.	35
ii State and cleanliness of nickel, chromium.	20
iii State of paintwork under wings.	10
iv State of cleanliness and non-yellowness of windows and windscreen.	15
v State and cleanliness of hood or roof.	10
vi State and cleanliness of running-boards.	10
	100

C UNDER-BONNET CLEANLINESS AND SMARTNESS	
i Cleanliness of bulkhead and surrounds.	15
ii Cleanliness of inside of bonnet cover.	10
iii Cleanliness and smartness of engine block and tappet covers.	20
iv Cleanliness and smartness of miscellaneous units, carburettor, autovac, magneto, etc.	25
v Cleanliness and state of wiring and covers.	10
vi Cleanliness and smartness of pipes and rods.	10
vii State of radiator block and fan blades.	10
	100

D CHASSIS CLEANLINESS	
i Cleanliness of tyres, state and cleanliness of wheels and wheelhubs.	30
ii State and cleanliness of brake covers.	10
iii State and cleanliness of spring gaiters.	10
iv State and cleanliness of front axle and rear axle units.	10

v State and cleanliness of radiator shell exterior.	10
vi State and cleanliness of grease nipples and covers.	10
vii State and cleanliness of items that cannot normally be got at without lying under the car	20
	100

E ORIGINALITY	
Marks should not be deducted from the maximum available (150) for:	
i A part that has been replaced and is indistinguishable from the original.	
ii New paintwork as for original.	
iii New upholstery as for original.	
iv New windows/windscreen replacing those gone yellow.	
v A non-original component recommended as a modification by R-R Ltd.	
vi New hood as for original.	

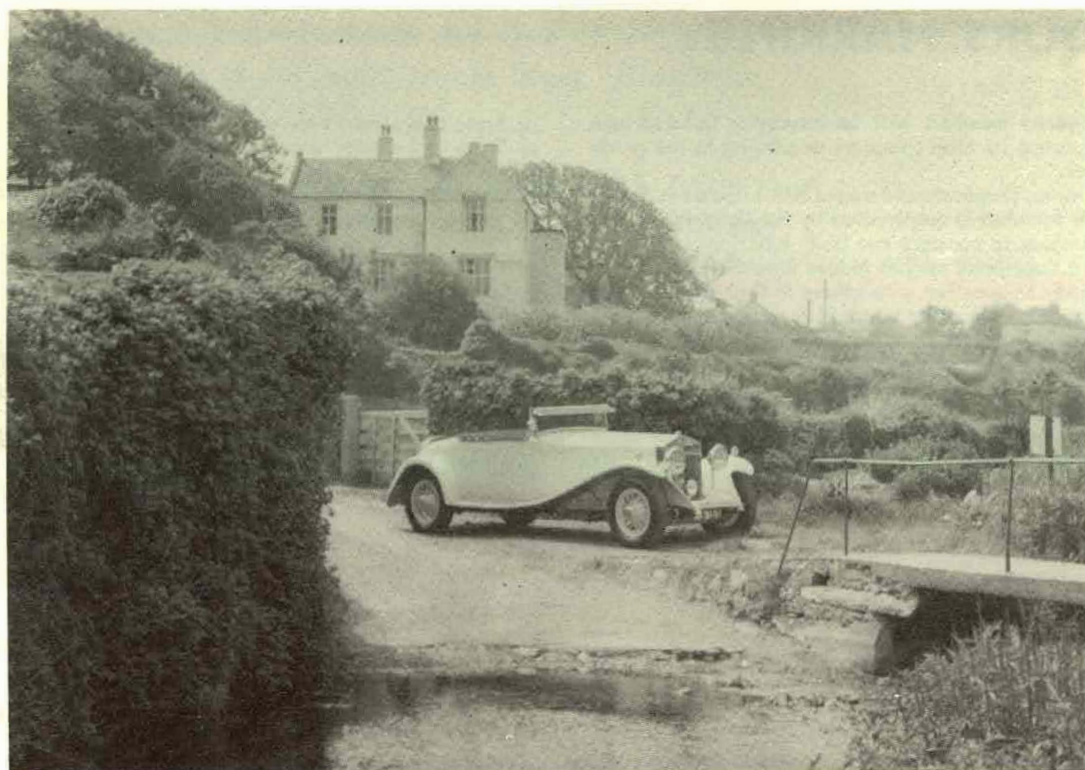
The following maximum marks may be deducted from total (150)	
i A non-original type of windscreen.	15
ii Non-original types of wings.	40
iii A non-original type of mechanical components not recommended by R-R Ltd.	40
iv Any extra or modification to body work or chassis that could not have been original, except those required by law or by modern traffic conditions up to 40 each	150

Note - A grading of less than zero for originality is not permitted.

F MECHANICAL STATE	
Marks should be deducted from the total (250) subject to the following maxima:	
i If engine is noisy.	50
ii If exhaust is noisy.	40
iii Petrol gauge not working.	10
iv Dynamo not charging.	25
v Leaking water-pump, gearbox, back axle or other oil/water component.	25
vi Coil or magneto not working.	25
vii Tyre wear shows signs of incorrect alignment.	30
viii Lights do not work.	30
ix Windscreen wipers do not function correctly.	15

Note - A grading of less than zero for mechanical state is not permitted.

G ELEGANCE OF DESIGN	
i General lines of the car.	20
ii Comfort of seats in design.	10
iii Ease of entry and exit.	10
iv Accessibility of tools.	10
v Accessibility of spare wheels.	10
vi Additional features, vanity mirrors, foot-rests, cigar lighters, mascots.	5
vii Accessibility of battery.	5
viii Colour scheme exterior.	10
ix Colour scheme interior.	5
x Type of wood used.	5
xi Lack of ostentation.	10
	100



THE WELSH TOUR

FINE weather marked almost the whole of the Welsh tour in which about 30 cars took part from 29 May to 5 June, but the sun was outshone by the princely hospitality extended to members by Mr. and Mrs Henry Wilkins, Mr John Wilkins, Mr and Mrs Frank Hellings and Col. and Mrs Harding-Rolls. No one who was on the trip will forget the way in which they were so hospitably entertained. Since space would not permit a full description of all events, it is felt to be preferable to publish a fairly extensive selection of photographs of the tour and a brief note on some of the highlights. Four Silver Ghosts, a PI, two PII's, three PIII's, four 20's, seven 20/25's, five 25/30's and four Wraiths were scheduled to take part in the majority of the tour, and other cars joined in for occasional events. A competition was held during the tour, consisting of three parts - mileage from starting point to Brockton House, Shifnal, multiplied by age of car; time on hill climb at Little Haven; and exterior cleanliness at Monmouth, the three parts being graded so that the winner in each section got 100 marks and other participants in proportion. The winner of the competition was Mr W A L Cook with his 1912 SG 1895E, detailed results being given on pp 22 and 23.

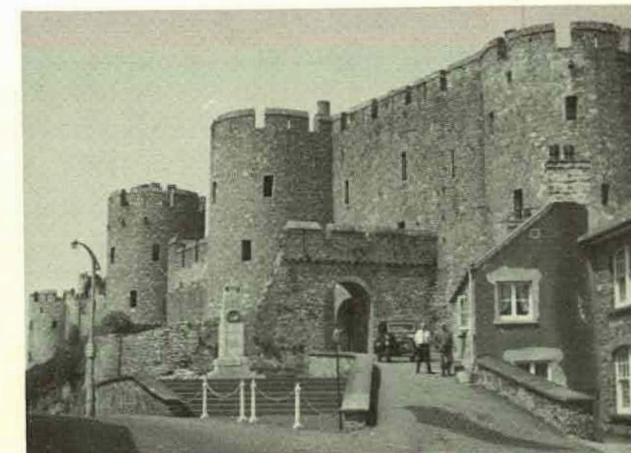


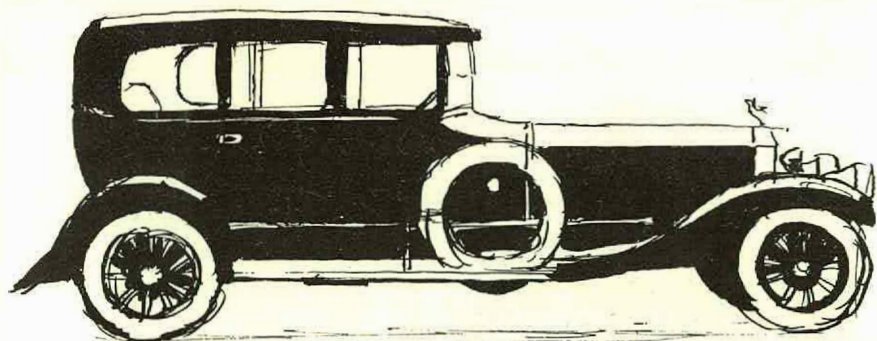
Brockton House, Mr and Mrs Henry Wilkins' home.

Most members made an early start on Saturday 29 May so as to arrive at Mr and Mrs Henry Wilkins' home, Brockton House, by noon, where the drive was soon lined with cars.

On arrival, some investigated the swimming pool and other Henry Wilkins' collection of cars (one observer was particularly struck with the neatness of the Hispano-Suiza V-12 engine compared with a PIII) and were then entertained to an excellent lunch. During the afternoon, members drove to the Dolgelley area, and the next afternoon met at John Wilkins' Fairbourne Miniature Railway and took trips on the coast by Barmouth Bay, followed by a magnificent buffet supper at his home, Borth Wynog.

BELOW, LEFT - Members at Port Meirion. RIGHT - Pembroke Castle.



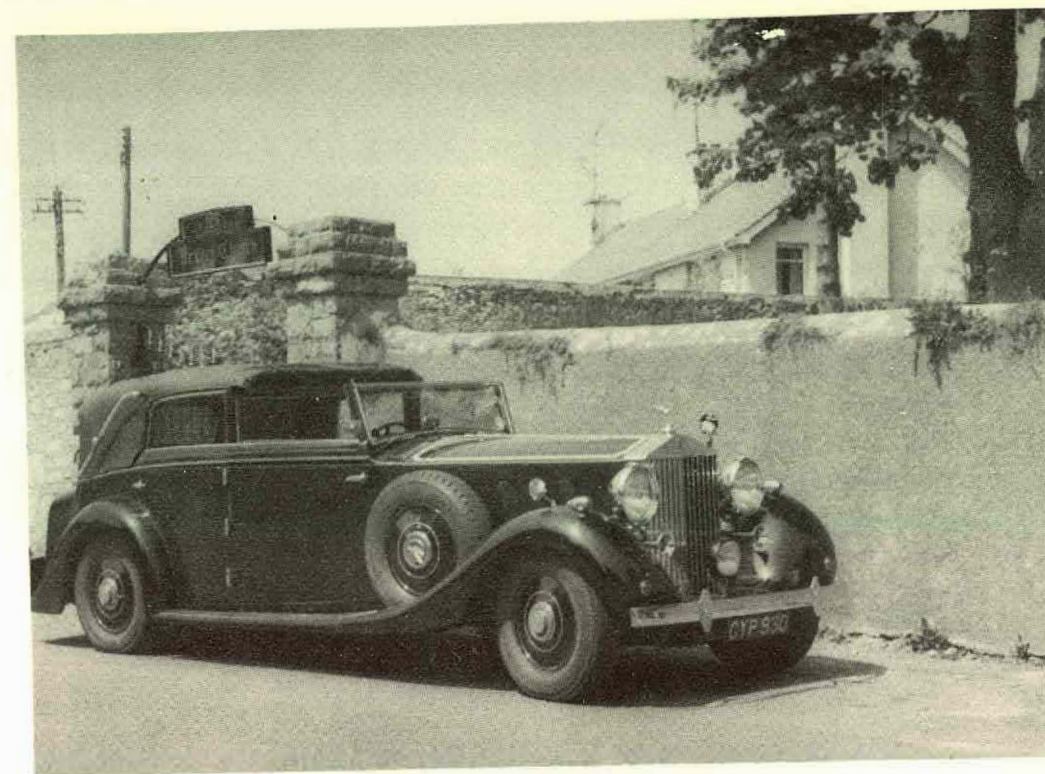


Next morning members visited Caernarvon Castle, where they were joined by Mr D Z de Ferranti with two Silver Ghosts (formerly in the Sword Collection) and a PIII, who afterwards entertained some members in his home nearby : Mr and Mrs George Clegg also joined the tour at this stage, though returning home later that day. Lunch was taken at Beaumaris across the Menai Straits, and members then drove back to the Dolgelley area for the night.

The only event arranged for Tuesday, the next day, was a visit to Portmeirion, but Wednesday was a full day, starting at 10.20 am at Dovey Bridge,

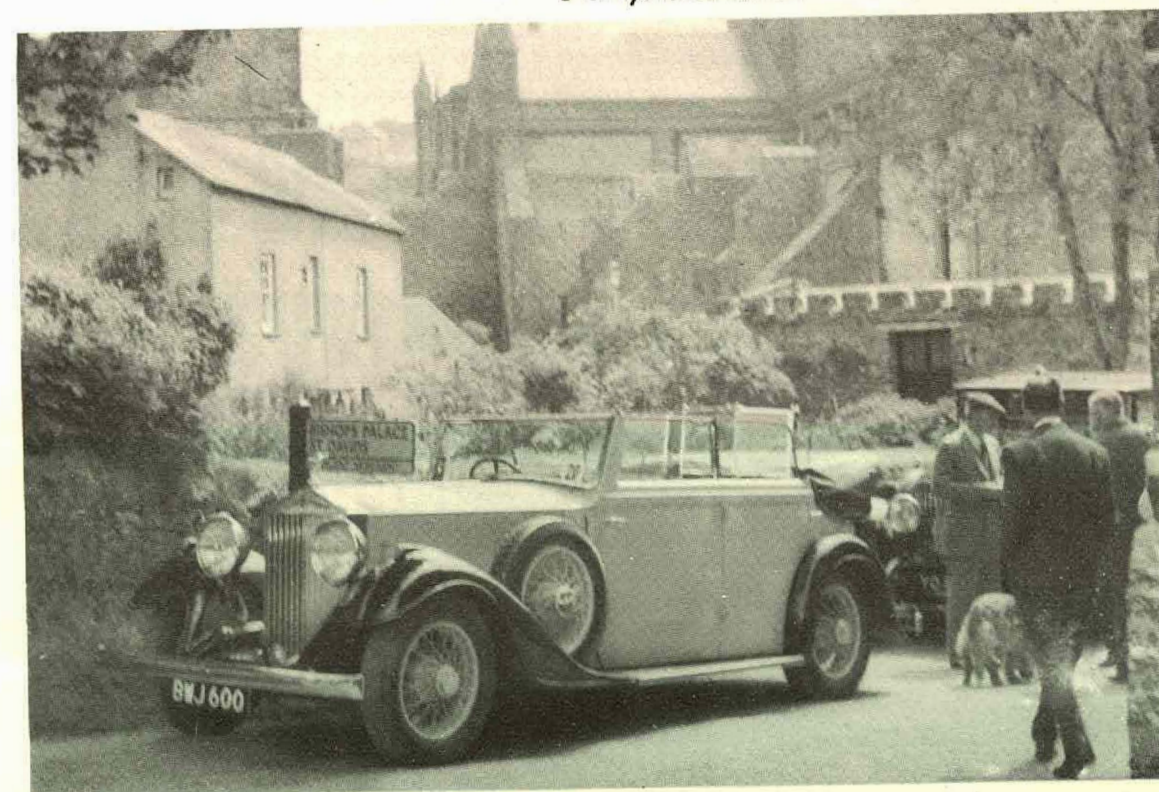


LEFT - Some of the cars at St David's.



R B Honnywill's PIII at Pembroke.

J C Dymock-Maunsell's 20/25 at St David's.

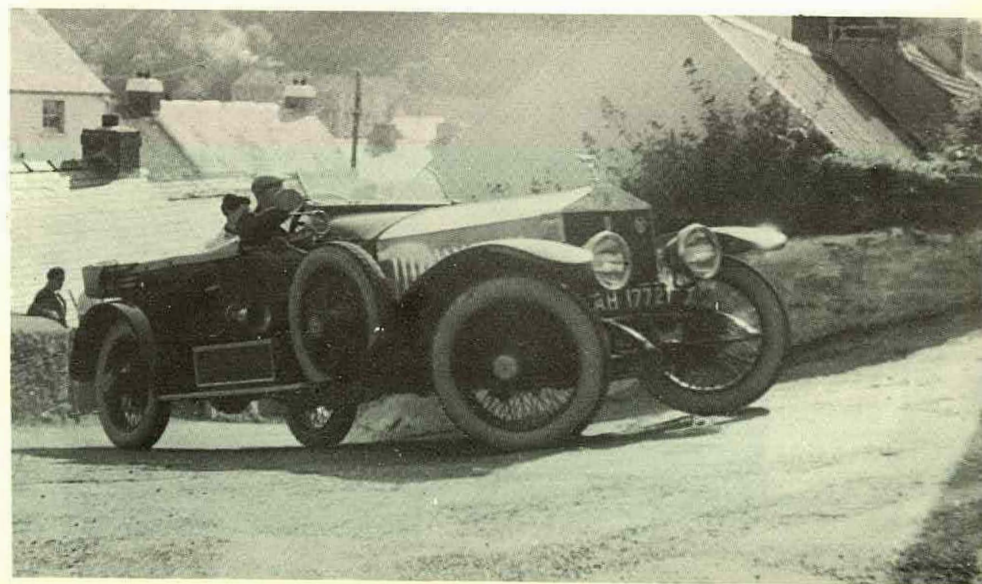


HILL CLIMB

J I Yates' Wraith.



W A L Cook's S G.

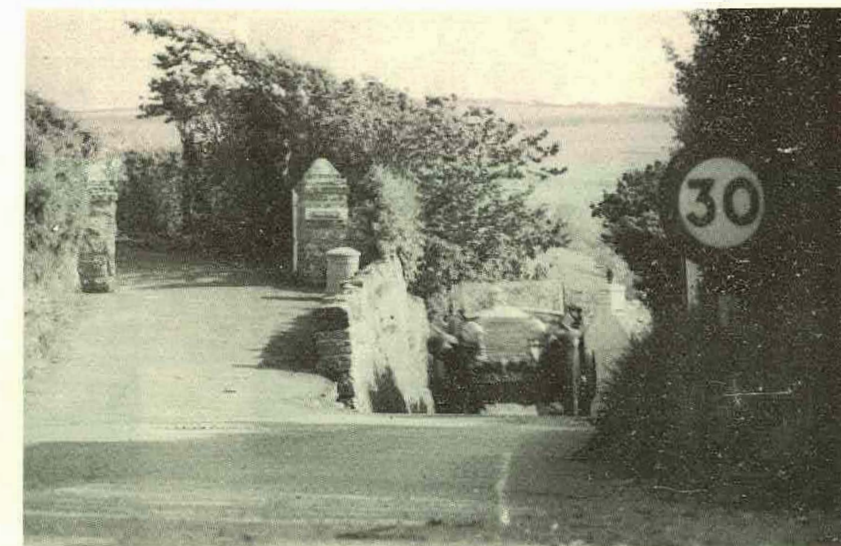


W F Watson's S G.

Machynlleth, from where a police motor cycle escort took members in convoy to Aberystwyth. A special train had been organised for a trip on the miniature railway to Devils' Bridge and lunch, after which members dispersed to Haverfordwest and other night stops. On Thursday morning, members met at Pembroke Castle and had lunch at the Lion Hotel, then driving to Little Haven for a hill climb, where the hairpin at the start of the climb proved not to be so much a handicap to the larger cars as might have been expected : some quite good times were recorded (both by the cars and by the timekeepers carried in the cars who had to return rapidly on foot to the bottom of the hill after each climb). Any shaken nerves were quickly restored by the excellent cocktail party which followed at Mr and Mrs Frank Hellings' home and by the magnificent though peaceful views.

On Friday, members visited St. David's Cathedral and the Bishop's Palace in the morning and then set off after lunch for the Monmouth area. Saturday, the last day of the tour, started with members' arrival at Castle Square, Monmouth and a buffet lunch in the Castle provided by the military. Before the cars moved off to the Hendre, the former home of the Llangattock family, some members were able to visit the local history centre, where there are many photographs and press cuttings about CSR.

Near the end of the hill climb at Little Haven.





ABOVE - Hosts to the club on the tour included (left to right) Mr Frank Hellings, Lt-Col and Mrs J E C Harding-Rolls and Mr and Mrs Henry Wilkins.



LEFT - The Hendre, former home of the Rolls family.

After visiting the Hendre; which is now used as a school, members were taken to Llangattock Church to see the Rolls family memorials. A most enjoyable cocktail party given at Rockfield House by Col. and Mrs Harding-Rolls then made a most fitting end to a memorable tour.

BELOW - Rolls' family graves (left) in the churchyard at Llangattock (right).



STARTING ON THE SWITCH

It would be most interesting, I feel, if members could write in with their experiences, and the technical experts could throw some light on what are the ideal requirements for starting on the switch. I will relate my experiences in the hope that this will promote discussion, and conclude by throwing in one or two questions which may or may not be relevant.

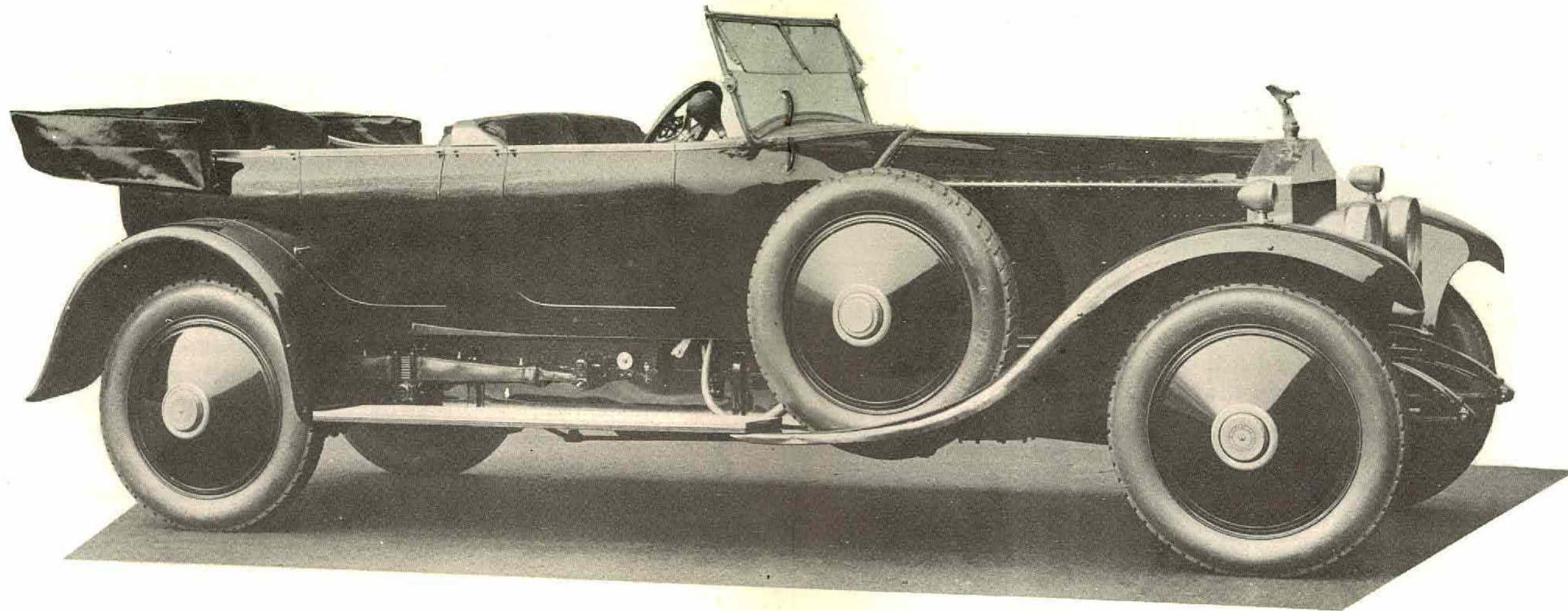
First, as I see it, there is a mathematical chance with certain models that on occasion they cannot start on the switch at all. What this mathematical chance of starting is I do not know, but I imagine it is somewhere between 60% for the later six-cylinder cars and 100% for the earlier Silver Ghosts with trembler coil.

However, it is quite easy to see if the mathematical chance exists at all by noting whether the ammeter needle moves when the ignition lever is moved from EARLY to LATE.

Both my Phantom I (20TC) and my Phantom II (141RY) I turn over through seven or eight compressions when cold and then make the ignition switch and retard the spark. About nine times out of ten, the engine would start; but I must admit that since I have fitted a new set of plugs on the Phantom II this has not occurred! The old ones were dirty and oily. Both these cars start on the switch about five times out of ten within five minutes of switching off, if the engine is stopped at a fast idle and it is not an excessively hot day. They are just as likely to start on the switch if the engine is switched off when the engine is warm or cool.

With both cars, periods of delay of over two hours have more than once been experienced between stopping the engine and starting on the switch. As a matter of interest, I put down the longevity of my Phantom I battery, at present 14 years old, to turning the engine by hand when cold, and starting on the switch subsequently. Sometimes, the engine will fire and start if the ignition lever is moved rapidly backwards and forwards between EARLY and LATE, although I appreciate that this is contravention of the handbook instructions.

(Cont. on p 19)



PORTRAIT OF 27RG

1922 Silver Ghost with four-seater touring body.

Chassis no 27RG. D steering column.

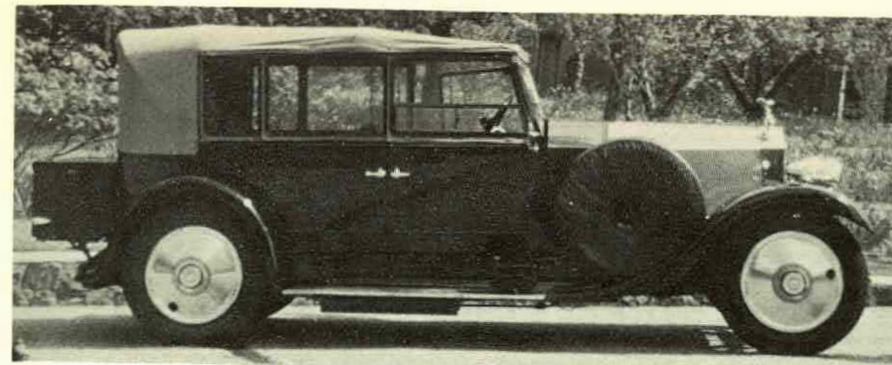
BOLNEY CONCOURS

IN SPITE of the disappointing summer, the club has been as so often in the past extremely fortunate in the weather for its major events. The annual concours d'état, which was no exception, was held in the grounds of Old Highlands, Bolney, the home of the president and Mrs Sears, on 9 May. For many members, this was their first opportunity to view Stanley Sears' unique collection of magnificent motor cars, and no doubt this and the beautiful surroundings contributed towards the increased attendance and larger numbers of entrants for this event.

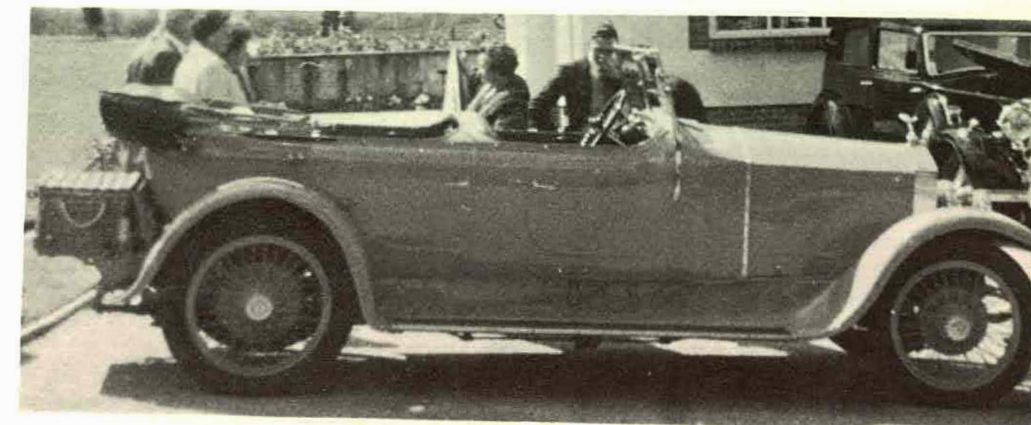
Each year at the club's concours, the standards of most entrants grow higher, but it was also interesting to see a number of new or refurbished cars for the first time. While it is true that there are about a dozen club cars that are almost certain to gain an award in their class if entered, every car that participates is marked in each category by the hard-worked judges, and it can be seen that the award winners by no means gain the highest marks in every category. Also, the total marks awarded count towards other club trophies, so that the winners of the major club trophies need not only to keep the cars in pristine condition, but also to use them to a considerable extent, to drive them with some skill or to attend the majority of club events.

The marking at Bolney was similar to that employed in previous years and full results will be found on the following pages. The overall winner was Mr L E Dalton with his 1938 PII (24PY), and the class winners were Mr W A L Cook's 1912 SG (1895E), Mr J D Mackaness' 1926 Twenty (GMJ31), Mr R J Barton's 1933 20/25 (GDX36) and Mr S R Terry's 1938 25/30 (GZR2).

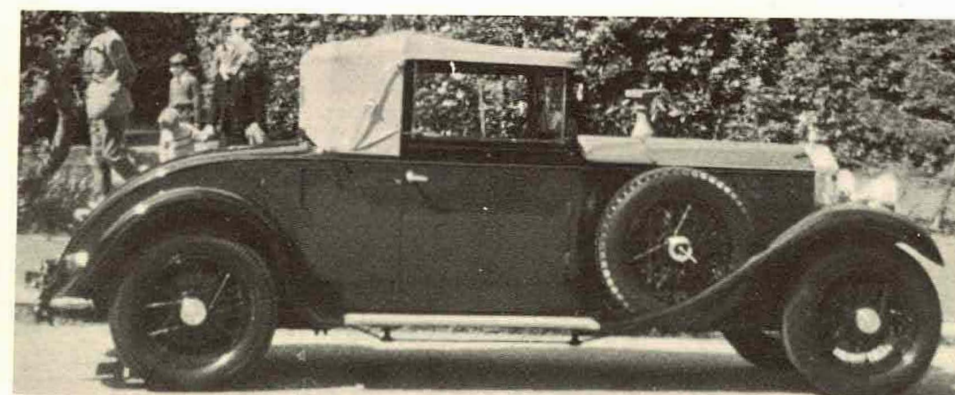
Members who spent such an enjoyable day were extremely appreciative of Mr and Mrs Sears' kind hospitality at what was certainly the best attended club concours so far.



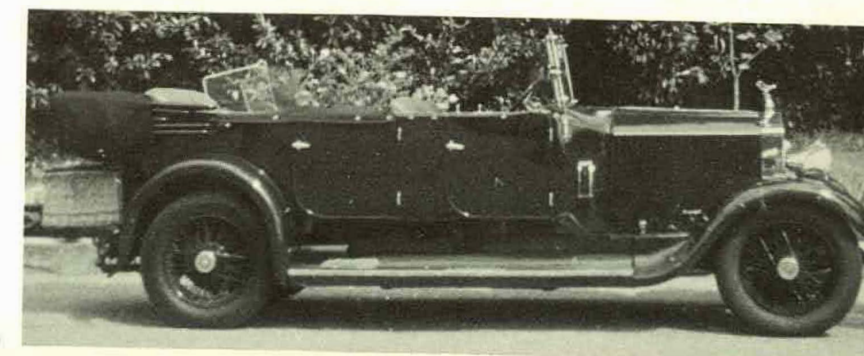
JA G Burchell's 20.



JD Mackaness' 20.



G W Otter's 20/25.



JC Denton's 20/25.

Owner	Model	Year	Chassis		Interior (100)	Exterior (100)	Under Bonnet (100)	Chassis (150)	Originality (150)	Mechanical (250)	Total (800)
			No								
W A L Cook J A G Burchell W F Watson W F Watson	SG	1912	1895E	84	90*	94*	100+	100	100	210*	678*
	SG	1913	2297	85*	76	93	90	110	200	205	654
	SG	1911	1543	68	67	82	64	146+	205	632	
	SG	1913	2260E	68	51	84	53	135	200	591	
	Average			76	71	88	77	123	204	639	
L E Dalton W D N Berry W F Watson P H Kift J C Dymock-Maunsell I S Hallows	PII	1933	24PY	90*	89*	94*	100+	145*	235*	753+	
	PII	1931	9GX	75	74	89	96	135	217	686	
	PII	1935	3TA	85	77	83	65	145*	225	680	
	PIII	1937	3CP122	88	80	92	90	145*	180	675	
	PI	1927	20TC	75	79	89	73	120	207	643	
J D Mackaness J Hamilton-Fish J Fasal F Hellings B M Poag	PIII	1936	3AZ112	80	53	87	30	130	215	595	
	Average			82	75+	89+	76	137+	213	672	
	20	1926	GMJ31	85	88*	93*	81	130	233*	710*	
	20	1928	GWL32	80	83	93x	100+	125	227	708	
	20	1928	GBM38	92+	76	86	71	120	198	643	
R M Harrison J C Dymock-Maunsell S J S Boord J P Quirke F Hellings G W Otter J C Denton G E Mawer G B Lochée Bayne T D Hadrill J W Squire	20	1927	GWJ81	81	70	85	68	140*	195	639	
	20	1928	GKM2	79	44	88	56	120	206	593	
	Average			83+	72	89+	55	127	212	659	
	20/25	1933	GDX36	85	86	94*	100+	145*	234	744*	
	20/25	1936	GTK25	83	81	91	84	145*	236+	720	
	20/25	1935	GAF81	82	80	94*	100+	130	224	710	
	20/25	1936	GBK56	85	83	88	95	135	212	698	
	20/25	1933	GBA29	73	79	84	77	135	232	680	
	20/25	1933	GBA23	80	54	90	82	145*	220	671	
	20/25	1934	GLB28	79	78	86	76	145*	204	668	
G B Lochée Bayne J W Squire	20/25	1930	GDP56	72	90*	89	89	130	197	667	
	20/25	1930	GXO95	90*	70	87	69	100	235	651	
	20/25	1932	GBT52	67	64	83	91	135	208	648=	
	20/25	1933	GAW22	69	58	84	85	135	208	648=	
	20/25	1936	GLJ49	73	51	84	57	140	207	612	
	20/25	1936	GTR38	51	30	85	55	110	170	501	
	20/25	1930	Average	76	61	87	83+	133	214+	663+	
	25/30	1938	GZR2	85	91+	100+	100+	140	232*	748*	
	25/30	1937	GRO55	89*	88	91	100+	145*	204	717	
	25/30	1936	GUL49	81	84	77	67	135	224	668	
C M G Keeping S J Lovegrove J I Yates Wraith I Munro A Heathcote E O Pogson J V Hobson	25/30	1938	GAR25	83	64	92	75	130	215	659	
	25/30	1937	GHO48	80	72	83	76	130	207	648=	
	25/30	1939	WRB45	77	70	88	60	135	218	648=	
	25/30	1936	GXM24	76	69	78	55	135	225	638	
	25/30	1938	GAR21	71	71	78	59	135	191	605	
	25/30	1936	GTL47	67	50	83	57	135	190	582	
	25/30	1936	GAN77	63	28	77	59	120	192	539	
	25/30	1936	Average	77	69	85	70	134	210	645	
	25/30	1937	GRO55	89*	88	91	100+	145*	204	717	
	25/30	1936	GUL49	81	84	77	67	135	224	668	
25/30	1938	GAR25	83	64	92	75	130	215	659		
25/30	1937	GHO48	80	72	83	76	130	207	648=		
25/30	1939	WRB45	77	70	88	60	135	218	648=		
25/30	1936	GXM24	76	69	78	55	135	225	638		
25/30	1938	GAR21	71	71	78	59	135	191	605		
25/30	1936	GTL47	67	50	83	57	135	190	582		
25/30	1936	GAN77	63	28	77	59	120	192	539		
25/30	1936	Average	77	69	85	70	134	210	645		

* Best in class

+ Best of day

+ Best of day

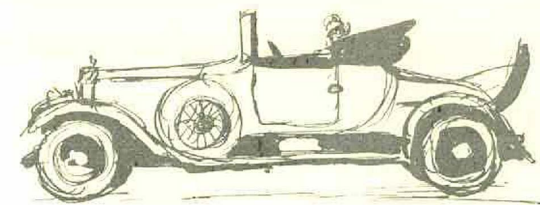
* Best in class

RECENT CLUB EVENTS

VINEYARDS LUNCHEON

A most enjoyable gathering took place on Saturday 24th April, amid the Wiltshire countryside for the fifth year running and the attendance was greater than ever before, more than filling both of the available car parks - two New Phantoms, one Phantom II, one Phantom III, six 20/25's, three 25/30's, two Wraiths and in addition six of the company's post-war products. There were some who had come from nearby Bath and Bristol, but the majority came from London and the Home Counties and others from even further away in Sussex. Weather on the whole was dull, but apart from a short shower as members were beginning to leave, opportunity existed to take advantage of the views permitted by the hills on either side of the Avon valley. This venue may not be to everyone's liking but the committee has yet to find another place in the West Country within a hundred miles of London, offering a good variety of food and wine for seventy persons, clear from the public, well away from main roads and at the same time with adequate parking space.

As in previous years, the Bath and Wilts Chronicle and Herald were there to greet us. For them perhaps an unusual occurrence to write about compared with more routine affairs. They had to have explained to them that club members do not wish to be posed alongside their cars and that if this were done at every event every year, there soon would not be any attendance at events at all. But somehow it is felt that these journalists away from the metropolis are really interested to learn something about Rolls-Royce lore and mystique, not only for the sake of writing a 'good story'; the hardest fact, I think, they have to swallow is that we are not out for publicity and that we want to meet each other and see each others' cars in solitude without being worried by the world at large. As a personal record, the day after, as is my wont when in Bath, I took my mother and two of her old friends to the Abbey for morning service, using my Phantom I. Coming out after the service, I found about ten interested young spectators around the car, all most polite and desirous of discovering what they could about something which was fine, old and beyond them in time and probably contemplation. I stopped to get some Sunday newspapers - a similar group gathered - and an old funeral car chauffeur from the Midlands stopped me for a good five minutes, almost castigating me for not having told him there had been a Rolls-Royce rally the day before! It seems what was years ago to most people a rather dull old car is now an object of attraction, and no doubt other members have similar experiences. The magic of a name appears to grow with age. - J C D-M



PANGBOURNE VISIT

Once again, it was a lovely day as members from various distances up to eighty miles converged on the Nautical College about one and a half miles south-west from the middle of Pangbourne on 26th June, most of us with the aid of a locally-drawn plan kindly provided by the College. For those who had booked, Cdr. Mornement (who is on the staff) and his wife had arranged an excellent buffet lunch at their own home and this was attended by over twenty very grateful people.

Punctually at 2.30 pm the convoy from the Mornement's house passed the College main gate and along the half-mile of drive to the parade ground which had been reserved exclusively for us. One or two cars were already there, neatly parked under the supervision of cadet 'marshals', and the remainder arrived shortly after.

The Nautical College was founded about fifty years ago by the Devitt family, whose interests include mercantile shipping and insurance, to attract boys of thirteen who would be potential Merchant Navy officers. At that time, only HMS Conway and HMS Worcester, both 'wooden walls' with somewhat rough living conditions, catered for such lads and the newly built RN Colleges at Osborne and Dartmouth tended to attract the cream. Pangbourne, with its permanent buildings and spacious grounds in a lovely setting on the top and gently sloping south face of the Berkshire Downs, quickly became popular with parents and cadets alike and thus fulfilled its founders' hopes. It is perhaps ironical that to-day, with the RN College at Dartmouth taking only seventeen year-olds, Pangbourne has become a large source of supply of recruits for the Royal Navy!

The parade ground, where we found ourselves, typifies the beauty of the College setting. Protected by woods to the north and west and the main building of the College, Devitt House, to the east, it has a glorious uninterrupted view to the south over rolling countryside - quite superb on this beautiful day.

We were not the only pebbles on the beach. On "Big Side", three hundred yards to the west of the parade ground, the College Cricket XI was playing an Incogniti team and, down in Pangbourne itself, there was the annual regatta on the Thames where the College had entered a number of crews. In spite of this, there was a good turn out of cadets to welcome us, to enthuse over the cars and to ask pertinent questions.

In fact, the first event was a competition for the cadets. Three specimen cars, with highly knowledgeable owners, were separately parked and the cadets were invited to ask those owners any questions they wished-on generalities but not in respect of any particular one of the remaining fourteen cars-which the cadets were invited to classify as to model, age, chassis number and body-builder, with strictly no questions answered by owners of the fourteen. Obviously, three specimen cars could not fully represent all the models displayed in the remaining fourteen, so no small measure of intelligence, assessment of body-line and critical observation was needed on the part of the twenty-five or thirty competitors. The winner, Cadet Welsh showed quite outstanding perspicacity and knowledge, and was most easily chosen by the four devoted members of the club, who renounced their tour of the College to mark the papers, as the winner.

By 3.30 pm, we were off on the next stage of the visit-a drive round of about two miles with cadets as passengers, out through the main gate, down the lane, up a B road to the 'tradesmen's entrance' and so back to the parade ground. The cadets showed a marked preference for the open, and usually older, cars which tended to be crowded to the gunwales. (It is rumoured that one member, in spite of such a very full cargo, showed off by doing the whole drive, including an acute corner leading into a quite sharpish rise, in top gear! More power to his elbow-or should it be to his superb control?)

Thereafter, the cadets conducted parties round the College before we adjourned to a magnificent tea, most kindly provided by the College, in their Wardroom Mess. We also had the honour of being inspected by the Captain Superintendent of the College, Captain Brian Lewis, RN (retd.) during the course of the afternoon. After tea, Mrs. Mornement very kindly and graciously presented the three prizes for the competition on the parade ground and, by 5.30 pm, most members were on their way home after a happy day. One member, also showing off, started from the parade ground, amidst an admiring group of cadets, in top gear; the slight reluctance on the part of his car was put down to coldness, and it was only later discovered that the hand-brake was still on! P.S. Profits from the buffet lunch contributed 7 gns. to the College Building Fund, destined to provide newer and better scientific laboratories. - R BH

ANNUAL GENERAL MEETING

THE 15th annual general meeting of the club was held at the Eccleston Hotel in London on 25 May 1965, with Lt. Cdr. J. C. Dymock-Maunsell in the chair. Twenty-five members were present, and apologies for absence were received from Mrs. S. E. Sears, Mrs. W. A. L. Cook, Mrs. W. F. Watson and Mr. J. L. Sears.

MINUTES - The minutes of the previous annual general meeting were read by the hon. secretary, Mr. W. F. Watson, and approved by the members present as being a true record of that meeting.

CHAIRMAN'S REPORT - A written report had been circulated by the chairman in advance of the meeting as previously agreed. He then pointed out that the committee had noted with concern that there was an increasing, though still small, attendance at open air events with motor cars other than eligible club cars. While it was fully realised that it was inevitable that on occasions an eligible club car might at the last moment be unavailable and that owners should not be prevented for that reason from attending an event, the committee asked members to bear in mind the detrimental effect on both fellow-members and non-members of the small but definite attendance of ineligible cars and expressed the hope that the proportion would decrease. They also hoped that associate members, who had not of course got eligible cars, would make every attempt to come to events in the cars of full members and that full members would grant them this facility.

The president, Mr. S. E. Sears, congratulated Lt. Cdr. Dymock-Maunsell on a masterly report, and was seconded by Capt. R. B. Honnywill.

ACCOUNTS - Capt. Honnywill commented favourably on the skill of the committee in forecasting the expenses of non-profitmaking events, such as the annual dinner and the Continental tour. The hon. treasurer reminded members, however, that two more issues of the club magazine in the year under notice would in fact have just about absorbed all the surplus, but Capt. Honnywill emphasised that he was anxious still to have four issues a year. The approval and adoption of the accounts for the year ended 31 December 1964 was then proposed by Mr. G. McGregor Craig, seconded by Mr. H. G. Poulter and carried unanimously.

ELECTION OF PRESIDENT - The chairman said he was sure that every member would agree that one could not speak too highly of Mr. S. E. Sears' services to the club. Mr. Sears' reelection as president was proposed by Mr. F. Hellings, seconded by Capt. J. E. Castle and carried unanimously. Mr. Hellings then enquired whether it would be possible to propose Mr. Sears' being made life president, but Mr. Watson said that this would require a change in the club's constitution which at present required the election of a president each year, and Mr. Sears, while gladly accepting election for the present year, felt that it was undesirable for anyone to be president without a time limit. Mr. Watson then remarked that an amendment to the constitution could be dangerous in view of the long-term outlook and the next generation of members. Capt. Honnywill then suggested an amendment to make the president's term of office a three or five year one, but Mr. McGregor Craig said he was not in favour of presidents elected for long-

term periods in view of unhappy precedents in other clubs with which he had been concerned. The chairman therefore proposed that the executive committee should discuss the suggestions put forward and opinions expressed, a proposal which was accepted by Mr. Hellings and Capt. Honnywill.

ELECTION OF SECRETARY AND TREASURER - The chairman paid tribute to Mr. Watson's meticulous efficiency in safeguarding the club's economy without having to resort to a credit squeeze. His reelection as hon. treasurer and secretary was proposed by Capt. Honnywill and seconded by Mr. Poulter.

ELECTION OF COMMITTEE MEMBERS - Cof. S. J. Lovegrove and Mr. J. G. Hampton had retired by rotation but, being eligible had offered themselves for reelection. As no other nominations but theirs had been received, Mr. Poulter proposed and Mr. R. M. Harrison seconded their reelection. Capt. and Mrs. J. E. Castle, who had both been committee members since the inception of the club, wished to resign, but were willing to continue serving on the general purposes committee.

ANY OTHER BUSINESS - As there was no further business, Mr. Hampton proposed a vote of thanks to the chairman for his hard work on the club's behalf. The chairman then declared the meeting closed.

ELECTION OF CHAIRMAN - At the first meeting of the committee held after the AGM, Lt.-Cdr. J. C. Dymock-Maunsell was reelected chairman.

ANNUAL DINNER

BECAUSE of the funeral of the late Sir Winson Churchill taking place on the date originally fixed for the club's annual dinner-dance, the function was postponed to 27 March. About 170 members and guests were present at the Hyde Park Hotel in London on that occasion. In preparing the toast of the guests, the president, Mr. Stanley Sears, mentioned that the normal attendance at annual dinners had been usually 90-100, but the previous year had included dancing for the first time thanks to the generosity of an anonymous member whom he now revealed as being Fred Watson. The large attendance made the popularity of a dinner-dance clear. The reply and toast to the club was given by Mr. W. T. Gill, to which Mr. W. F. Watson replied. The club prizes for 1964 were presented as follows by Mrs. Harding-Rolls: Messervy Trophy, Mr. W. A. L. Cook; Dymock-Maunsell Trophy, Mr. J. Oldham; the Alpine Trophy, Mr. H. H. V. Forbes; the Stanley Sears Trophy, Lt.-Cdr. J. C. Dymock-Maunsell; the Harding-Rolls Trophy, Mr. C. W. Morton.

FILM SHOW

THREE films of particular interest to club members were shown at the Films and Art Theatre in London on 19 March. These were Mr. S. E. Sear's film of the 1904 Scandinavian tour and Mr. Colin Hughes' and the Shell-Mex and B. P. films of the Rolls-Royce and Bentley Pageant at Goodwood. The style and presentation of these films differed considerably of course, but all proved of excellent quality and extremely absorbing.

STARTING ON THE SWITCH

Concluded from p 11.

My 20/25 (GBK56) has never in my memory started on the switch when the engine is warm. However, it has from time to time done so when the engine is cool. I remember a couple of years ago making a recording for a representative of North America broadcasting in November, when I needed full choke for the initial start using the self starter; I stopped the engine and restarted on the switch six times running. This car also has my record for delay between switching off and restarting in the switch - 13 hours. The night before our concours at Shuttleworth in 1963 at 7 pm, I started the engine, let it idle for about a minute and switched off. The next morning at 8 am I set the starting carburettor, made the ignition switch, retarded the spark and was just about to press the self-starter when to my surprise the engine started.

So much for my own experiences, which no doubt many members can radically improve upon; now one or two questions which perhaps the experts will be able to answer.

- 1 Does the octane of the fuel used have any significance?
- 2 Is a smaller spark gap a help, particularly when the engine is cool?
- 3 Does the state of the plugs, or the modern construction of sparking plugs make any difference?
- 4 Does the age of the coil and the state of the points have any bearing on the matter?
- 5 Does the speed of the tickover when you switch off the engine affect the issue?
- 6 Should the mixture be rich or weak when switching off?
- 7 Is a worn engine a significant factor?
- 8 Why does one seldom hear of other models starting on the switch except Derby built Bentleys? - J C D-M

(My own P11-43TA would start on the switch about nine times out of ten, even when left overnight. This was after switching off in the usual way and without turning the engine over by hand before attempting to start. My present P111 (3AZ112) has never shown any inclination to start on the switch, and I presume that the ignition arrangements are such that this cannot be done. But the process has always been a mystery to me. - Ed).

DYMOCK-MAUNSELL TROPHY 1964

STANLEY SEARS TROPHY 1964

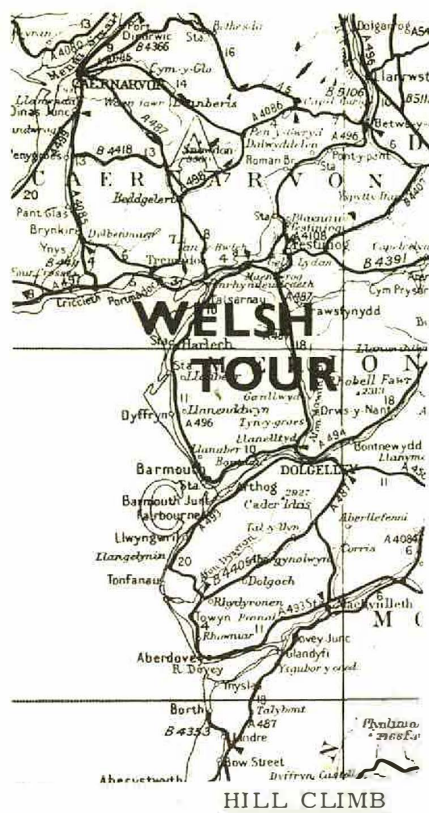
OWNER	ALPINE TROPHY	RALLY ATTENDANCE	DRIVING TESTS	CONCOURS D'ETAT	TOTAL
J C Dymock-Maunsell	31	731	-225	724	1261
F Hellings	-	504	-264	701	1041
R M Harrison	21	642	-303	678	1038
W F Watson	27	642	-349	695	1015
W A L Cook	-	454	-210	729	973
C J Curtis	31	552	-325	660	918

(First 6 places only)

ALPINE TROPHY 1964

	MODEL	YEAR	CHASSIS NO.	MILEAGE	AGE	SIZE	TOTAL
H H V Forbes	20/25	1934	GAU63	8162	29	x2	473396
J G Hampton	S G	1925	120EU	2842	38	x4	431984
W D N Berry	PII	1931	9GX	4169	32	x3	400224
H M V N Smith	20/25	1935	GFE40	6114	28	x2	342384
R B Honnywill	PIII	1936	3AZ76	4050	27	x3	328050
H C W Somers-Smith	20/25	1936	GBK3	6033	27	x2	325782
J C Dymock-Maunsell	PI	1926	20TC	2829	37	x3	314019
C J Curtis	25/30	1936	GUL49	5701	27	x2	307854
W F Watson	PII	1935	3TA	3208	28	x3	269472
I Munro	25/30	1936	GXM24	4188	27	x2	226152
C M G Keeping	25/30	1938	GAR25	4029	25	x2	206200
R M Harrison	Wraith	1938	WHA2	4124	25	x2	201450
S J S Boord	20/25	1933	GBA29	3219	30	x2	193140
R M Harrison	20/25	1935	GAF81	2862	28	x2	160272

Owner	Age Of Car	Waddesdon	Vineyards	Bovington	Goodwood	Continental	Radley	Tonbridge	Sandhurst	Greenwich	Camberley	Total Miles	X Square Root of Age	Total
W J Oldham	28	75	-	-	265	978	-	-	-	-	-	1243	5.292	5046
P T Taylor	33	-	-	-	-	-	-	-	280	-	-	280	5.745	5040
R M Harrison	36	-	-	-	170	835	-	-	138	-	-	1143	6.000	5040
W F Watson	28	-	-	-	69	732	58	39	35	-	-	894	5.292	4671
H R Wilkins	24	52	107	127	-	-	-	-	-	20	-	345	4.899	5361
C J Curtis	29	98	-	-	-	759	87	-	-	75	-	1019	5.385	5196
C A Chapman	53	-	-	-	-	-	-	-	50	-	-	118	7.280	6417
J G Hampton	50	-	-	-	10	-	-	68	-	-	-	10	7.071	5657
S E Sears	31	-	-	-	155	861	-	-	-	-	-	1016	5.568	5518
F Hellings	27	75	-	60	25	742	-	55	30	45	30	1062	5.196	5361
P Hoppé	31	-	-	55	25	774	-	-	30	49	30	963	5.568	5196
W A L Cook	38	-	-	-	25	749	51	-	18	-	-	843	6.164	5196
I S Hallows	58	-	-	-	29	-	-	-	-	-	-	29	7.616	4537
J C Dymock-Maunsell	25	-	-	100	-	731	-	-	-	-	-	831	5.000	4276
	41	-	-	-	-	-	-	-	45	-	-	45	6.403	4537
	24	78	-	-	-	-	-	36	-	-	-	78	4.899	4671
	29	225	-	-	69	559	-	-	35	12	-	936	5.385	4671
	33	-	-	-	65	718	-	-	30	-	-	813	5.745	4671
	26	-	-	-	-	712	-	-	-	-	-	712	5.099	4537
	51	-	-	-	72	-	-	-	45	10	-	127	7.141	4537
	27	-	-	120	69	559	-	25	40	10	-	823	5.196	4276
	37	-	88	-	20	772	69	-	46	72	-	1067	6.083	4276
	29	-	-	89	-	-	-	48	-	-	15	152	5.385	7309



<u>AGE AND DISTANCE</u>	Age	Distance	Total	Adjusted Total
H B Poulter	51	180	9180	100
W A L Cook	52	169	8788	96
H Savage	38	165	6270	68
T D Hadrill	28	208	5824	63
J L Sears	25	209	5225	57 =
W F Watson	29	180	5220	57 =
C Meachen	38	129	4902	53
J P Smith	38	125	4750	52
C J Curtis	28	160	4480	49
S E Sears	25	175	4375	48
I S Hallows	28	140	3920	43 =
R M Harrison	29	135	3915	43 =
R B Honnywill	28	135	3780	41
J C Dymock-Maunsell	28	130	3640	40 =
I F Munro	28	130	3640	40 =
A Heathcote	26	135	3510	38
V M Twomey	25	125	3125	34 =
J I Yates	25	125	3125	34 =

CLEANLINESS AT MONMOUTH

Driver	Time-Sec	Adjusted Total	Driver	Points	Adjusted Total
S E Sears	18.0	100	S E Sears	92	100
H Wilkins	20.0	96	W A L Cook	90	98=
I S Hallows	21.8	92=	C J Curtis	90	98=
W A L Cook	22.0	92=	J C Dymock-Maunsell	90	98=
T D Hadrill	22.0	92=	H Wilkins	90	98=
I Munro	22.0	92=	I Munro	87	95=
R B Honnywill	22.0	92=	H Savage	87	95=
H Savage	23.0	90=	R M Harrison	85	92=
V M Twomey	23.0	90=	A Heathcote	85	92=
J L Sears	23.1	90=	J L Sears	85	92=
J C Dymock-Maunsell	23.5	89	J P Smith	85	92=
A Heathcote	24.0	88	W F Watson	85	92=
R M Harrison	25.0	86=	R B Honnywill	80	87=
C Meachen	25.0	86=	V M Twomey	80	87=
C J Curtis	26.5	83	J I Yates	80	87=
J I Yates	27.0	82	T D Hadrill	75	82=
H B Poulter	30.0	76=	C Meachen	75	82=
W F Watson	30.0	76=	I S Hallows	70	76
			H B Poulter	60	65

WELSH TOUR COMPETITION RESULTS

Driver	Model	Year	Chassis No	Age and Distance	Hill Climb	Cleanliness	Total
W A L Cook	SG	1912	1895E	96	92	98	286
H Savage	PI	1926	20TC	68	90	95	253
S E Sears	Wraith	1939	WEC2	48	100	100	248
H B Poulter	SG	1913	2260E	100	76	65	241
J L Sears	Wraith	1939	WLB12	57	90	92	239
T D Hadrill	20/25	1936	GLJ49	63	92	82	237
J P Smith	20	1926	GRJ60	52	88	92	232
C J Curtis	25/30	1936	GUL49	49	83	98	230
J C Dymock-Maunsell	20/25	1936	GBK56	40	89	98	227=
I Munro	25/30	1936	GXM24	40	92	95	227=
W F Watson	PII	1935	3TA	57	76	92	225
R M Harrison	20/25	1935	GAF81	43	86	92	221=
C Meachen	20	1926	GSK80	53	86	82	221=
R B Honnywill	PIII	1936	3AZ76	41	92	87	220
A Heathcote	25/30	1938	GAR21	38	88	92	218
I S Hallows	PIII	1936	3AZ112	43	92	76	211=
V M Twomey	Wraith	1939	WHC55	34	90	87	211=
J I Yates	Wraith	1939	WRB45	34	82	87	203
H Wilkins	PII	1932	28MS	-	96	98	(194)

BOOK REVIEW by R O Barnard

A HISTORY OF ROLLS-ROYCE MOTOR CARS - VOL I

Mr C W Morton needs no introduction to members of the 20-Ghost Club, though it is something of a slight shock to realise that he started with the Company more than forty years ago. His technical knowledge is matched by a flair for historical research and he has set about a labour of love with enthusiasm. In Volume One, he portrays the men who formed the company and describes the cars that they made. He has patiently culled memories of the early days from such men as Ernie Wooler and Harry Fleck, examined what documents and photographs survive and worked on the restoration of the only extant 15 hp car to gain insight into Royce's methods. The result is a book that almost makes the reader feel that he has seen the early days of the Company from the inside, shared the triumphs of the 1906 T. T. and faced the problem of the 30 hp's crankshaft failure. It was to be expected of CWM

that he would make no attempt to 'glamorise' it in a superficial way : it is written in a clear, dry style that is delightful to read. Many of his crisp phrases light up a portrait : 'Minnie Royce was a portly lady with fine hair which went grey rather early'. We meet Royce as a man of forty, 'in the prime of life' and his early struggles are barely touched on. We are not told of his apprenticeship days in the GNR locomotive works, though the beautiful Stirling 'singles' may possibly have had some influence on his later work : Morton states that the governor bob-weights in the 30 hp throttle system derive from steam engine practice. But from the point of his decision to 'go in' for motor cars we have an intimate view of him at the centre of the group, flanked by portraits of CSR, EP, PN, CJ and almost everyone else. The account of the cars which is interwoven with the history of the Company is at once the most authentic, detailed and readable : it is illustrated with 173 photographs, many of them 'new', and

27 line drawings. Each model is covered in turn and we step forward to the present day to learn of the discovery and renovation of existing cars. A tally is given listing each chassis with all known details, and this alone provides hours of fascination and, perhaps, speculation. The V-8 engine comes in for special praise as a remarkable technical feat and we share the author's wish that one had survived just as we share his regret that the admirable 'light 20' ceased production. It is difficult to contain natural impatience for Volume Two (the 'Silver Ghost'), for this book is of just that kind of quality that would have given R much satisfaction.

C W Morton : A HISTORY OF ROLLS-ROYCE MOTOR CARS - 424 pp, 63s, Foulis.

THE ROLLS-ROYCE MOTOR CAR

This book has had an extremely favourable reception. It was to be expected that a Batsford production of this calibre would be of very high quality, and given that the authors were to be Anthony Bird and Ian Hallows, it was certain that the contents would be of corresponding merit.

It is divided into two parts. In the first, Bird attempts a 'complete account of the very remarkable Rolls-Royce motor-cars and the equally remarkable men who designed, made and sold them'. This is a very informative chronicle and it is a tribute to the author's engaging style that it is very easy to enjoy and difficult to put down. A special virtue is the way in which the early history of the company and its cars is placed in the context of the contemporary scene. Anthony Bird has a penchant for things antique : he is well known in veteran car circles at the tiller of his 1904 Lanchester or, prior to that, at the wheel of a 1912 Charron. He brings to his account a delightful sense of period and an accurate judgment of the merits of Rolls-Royce and their competitors. The background of Royce Ltd and C S Rolls & Co, the early days at Cooke Street, the early competition successes, the move to Derby, the development of the Silver Ghost and, the 1914-18 war years are all described in detail and supported by a fine array of photographs. This occupies six chapters, extending over a hundred pages of absorbing interest : within the given space, it would be hard to improve on. The 1920s and 1930s are covered in two chapters, thirty-seven pages in length, and the ground is covered in less detail. All three Phantoms, the 20 hp, 20/25 hp, 25/30 hp, Wraith, the 3½ and 4½ litre Bentleys, the cars produced at Springfield have to be included : you will not discover what makes a PII a Continental or when the PI lost its iron head. Indeed the author states : 'At a quick glance little difference could be found between the Phantom II and Phantom I engines... the two blocks of three cylinders shared a common aluminium head'. The account of the post-war years is delightful reading and the scorn poured on the ideals of the government of 1945-51 is of almost Churchillian quality. The post-war cars are given a fine appreciation by a critical eye whose reservations in the matter of cabinet-work veneers as

applied to the company's bodies are the sort of constructive, informed criticism that can only be welcomed. The author deals with venomous and ill-informed critics of the company in a succinct manner.

Part Two is a kind of photograph album de luxe accompanied by specification tables and lists of chassis numbers. In 117 pages, over 150 cars are depicted, from the 1904 10 hp to the Silver Cloud III. In most cases, the chassis number and coachbuilder's name add point to a really worthwhile series of photographs, most of which have not been reproduced before and which provide a detailed study into some of the niceties of coachbuilding. The selection is a representative one : all types of body are shown and vary from the frankly ugly to the incredibly handsome. The specifications are a model of detail and accuracy : this kind of work can so easily be marred by inconsistencies and Ian Hallows must be given an extra mark for telling us the same things in the same order about each model in turn. Errata are few : the long stroke 1909 Ghost engine is given as starting with the 1500 series when surely the 1100 is meant; in the appendix the overhead inlet valve 'seventies' are given the date 1909 instead of 1908.

This book, in short, can be recommended to anyone who is not already deep in it.

A Bird and I Hallows : THE ROLLS-ROYCE MOTOR CAR 320 pp, 10 x 7, 105s, Batsford.

THE ROLLS-ROYCE PHANTOMS

Amid the plethora of current books, this is one of comparatively small size and modest cost, but it should not escape attention on this account. Within 64 pages, the author deals thoroughly with his subject and the illustrations are well chosen : while the nine beautiful photographs of cars in the S E Sears collection are familiar, some others of the Rolls-Royce portrait gallery are new and they are delicately counterpointed with Bugatti, Delage, Napier and Hispano-Suiza cars. Standing beside the last-named car the club's 'Technical Liaison Officer' can be recognized : perhaps a liaison over the brake-servo was being effected!

Mr Tubbs has written many nice things about Rolls-Royces in the past (for instance, in 'Trying a Rich Variety' - The Motor 15th September 1948) and this book has both the technical accuracy and verbal felicity that would be expected. There are very neat data sheets for each model enclosed in the kind of decorative border that was used in the catalogues. One slip noted in the text was the reference to 33 x 5 tyres on a Phantom II, but the data panels make no such mistakes. This book is a delight to read and sparkles with aphorisms characteristic of its author. 'Rolls-Royce are like good manners. Even their mistakes are beautifully made' - this surely will become a classic. At all events the book is itself the essence of good manners and is, worthy of its subject.

D B Tubbs : THE ROLLS-ROYCE PHANTOMS 64 pp, 8. 1/4 x 8. 2/5, 15s, Hamish Hamilton