

THE 20-GHOST



CLUB RECORD

SPRING 1966





RESTORATION OR PRESERVATION

A CORRESPONDENT in 'The Motor' a few weeks ago, who had recently seen one of the Silver Ghosts that had been sold at auction for a very high price, expressed disappointment at its perfect state of restoration, looking as if it had just been built. He pointed out that one would not normally restore a piece of antique furniture in the same way, feeling in fact that loss of originality - caused by restoration, replacement of damaged parts, refinishing etc - detracted considerably from the value and interest of any antique if it did not indeed render it valueless.

Most people would probably agree, where motor cars are concerned, that wear, damage and loss of moving parts should be made good by similar parts, even if they have had to be made specially at a later date. When it comes to paintwork, upholstery and similar features, however, there may be some basis for disagreement. Is worn through serviceable leather dating from the building of the car as acceptable as new leather - or perhaps more acceptable? At a concours, should one or the other be penalised? What about cloth upholstery, where old damp-stains are almost impossible to remove but where similar quality materials are unobtainable? How far, in fact, should restoration go?

The analogy with antique furniture is perhaps not a good one. After all, the motor cars with which we are concerned, though classed as veteran or vintage, will not be more than 60 years old at the most, whereas a piece of antique furniture may come from a date several centuries older. To put in another way, complete restoration of a 1910 SG can be considered as bringing it to as new condition fifty years after it was built, whereas with furniture it could be four hundred and fifty years: in one case, the effects of fifty years of use are obliterated; in the other, four hundred and fifty. Also, the materials of construction of a motor car and its exposure to the weather are bound to produce a more rapid deterioration. Have members any strong views on the subject?

EARLY DAYS AT COOKE ST

AS a youth when almost all of my teenage friends were serving a tight apprenticeship in some branch of engineering at one or other of the many workshops which abounded in Gorton and Openshaw, I wandered as a kind of freelance, going from shop to shop as an improver, usually earning a far higher wage and gaining a deal more experience. I am afraid that in all this I looked on Truth 'askance and strangely', putting a year or two on my age and the amount of money my previous employer had paid me. Some of my friends in emulating my example had started work in shops controlled by membership of the Masters' Federation, only to be brought back to their original firms who claimed them as their official apprentices.

They had not learned the technique of leaving a federated shop to start at an unfederated firm who did not bother to write for references or characters to the previous employer. They would not have got them anyway, so the wanderer was hired or fired on his merits or lack of them. Sometimes, I worked as a fitter and sometimes as a turner (I had learned the basic principles of machining at Sackville Street Technical School) and on occasions I was out of a job. This never worried me, as I usually had a few pounds put by to tide me over.

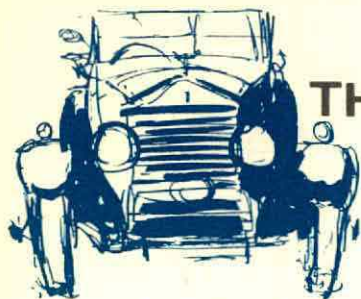
Thus I knew by repute almost every shop in the Manchester region and its character. Once in my preambulations, I called in a little shop in a back street in a densely inhabited part of Manchester. I asked to see the foreman who came, bearing in his hand the component I would be required to make if he engaged me on being impressed by the tale I would tell him. I did impress him favourably, and a day or two later I started. The foreman was no mean mechanic and the Chief whose name was engraved on the brass plates on the doors was not merely a man of talent. He was a genius.

I spent two happy years there and the firm's business expanded so rapidly that of necessity a new factory had to be built in a Midland town where it continued to thrive. Quite a number of the employees migrated and all prospered. The Chief, the man of genius came to me one night during overtime and told me to 'Marry the girl and settle down. You've got a job here as long as I'm here', I did and after 56 years we are both going strong.

I spent many happy years serving that company. The youthful wanderer had found his appropriate niche and is for ever grateful for this association with the mechanical genius whose products were to become a major factor in the winning of two world wars.

THE LAST OF COOKE ST





THE TWENTY

WHEN the Twenty was introduced in 1922 at a cost of £1,100 for the chassis, and complete cars ranging from £1,590 for a four-seater tourer to £1,900 for a chauffeur-driven cabriolet, the future of the small Rolls-Royce seemed to be assured - and not only for the years of depression but also as a second car to the 40/50 when better times returned. In fact, the Twenty, or Goshawk as it was originally known at the works, became so popular with Rolls-Royce owners that there was one period when the Company became somewhat concerned lest people who could well afford the 40/50 should buy the small one instead - and the 40/50 was always considered by Rolls-Royce to be THE car.

DEVELOPMENT

As with all Rolls-Royce cars, the basic design of a new model remains the same throughout the years of production, but detailed modifications are continually incorporated to improve them. Between 22 September, 1922, when the first 20 h p chassis came off test (40 G 1) and late 1929 when the last was assembled to make a total of 2,940 chassis of this model, numerous modifications appeared. The principal ones are listed below, together with the chassis series and the year in which the majority of chassis in each series were dispatched from the works.

1922

40 G 1 - 40 G 9
41 G 0 - 41 G 9

Note - This series has been set out to show the working of the system of number, letter, number which was used to designate the early chassis. It could equally well be written 40 G 1 to 50 G 0 without detracting from the information once the system is understood.

1923

42 G 0 - 42 G 9
43 G 0 - 43 G 9
44 G 0 - 44 G 9
45 G 0 - 45 G 9
46 G 0 - 46 G 9
47 G 0 - 47 G 9
48 G 0 - 48 G 9
49 G 0 - 49 G 9
50 G 0

50 S 1 - 60 S 0

60 H 1 - 70 H 0

70 A 1 - 80 A 0

80 K 1 - 90 K 0

GA 1 - 81

GF 1 - 81

1924

GH 1 - 81

GAK 1 - 81

New type make and break to avoid contacts working loose
(55 S 5)

Carburettor modified to prevent whistling (March 1923).

Hand brake lever modified to stop rattles (55 S 5).

Stand-by magneto (Watford E06) available (June 1923).

Increased friction for steering to reduce 'kick back' (June 1923)

Extra holes on push rod side of rocker shaft for additional
lubrication (August 1923).

Improved type hub shell for road wheels (August 1923).

Nickel silver radiator shutters available, instead of black
enamelled (GA 12)

Valve seating changed from 15° to 45° to improve seating
and wear (GA 42)

Rear axle brake shaft modified to avoid chance of seizing
(September 1923)

Plugs fitted inside front engine suspension tube on each side
of supporting bearing to prevent oil being forced down the
bore (October 1923)

Engine torque reaction dampers fitted as standard (GF 70)
(A number of GF series not dispatched until 1924)

Magneto fitted as standard and changed to Watford R01 (GH 58)

Improved ignition coil 0.500 in taller than previous type
(January 1924).

Water pump fabric couplings given rubber edge to increase
life (February 1924)

Handbrake lever moved from passenger's side of gear lever to
driver's side for better accessibility (GAK 32)

Slipper drive friction discs changed from fibre to Continental
Bakelite to provide greater reliability of this
component (March 1924).

GMK 1 - 81
 GRK 1 - 84 Silichrome steel valves in place of chromium steel (September 1924)
 (A number of GDK series not dispatched until 1925)

1925
 GLK 1 - 81
 GNK 1 - 94
 GPK 1 - 81 All chassis ordered on and after 28 July could be fitted with right-hand change speed and brake levers and a 4-speed box at no additional cost. Front wheel brakes could be fitted from that date at an additional cost of £85, provided they were ordered at the same time as the chassis.
 Track increased to 56 in (from 54 in)
 New gear-box oil filler, vertical instead of sloping outwards, to facilitate withdrawal of starter motor bolts (GPK 3).
 (A number of GSK series not dispatched until 1926).

GSK 1 - 81
 GCK 1 - 81

1926
 GOK 1 - 81 'New Departure' thrust bearing on rear axle having double conical thrust in place of flat thrust washers, to increase life (GOK 44)
 L shaped piston rings available for 2nd, 3rd and 4th rings to cure overoiling.
 Lighter springs for slipper drive giving 8 lb (± 2 lb) torque at $17\frac{1}{2}$ in turning centre.

GZK 1 - 81
 GUK 1 - 81 Improved oil supply to slipper drive (May 1926).
 GYK 1 - 92 Additional ventilation to distributor casing to extend life of points.

GMJ 1 - 81 Friction device fitted to off-side steering pivot to improve steering characteristics and two-piece lower pivot bearing introduced.

1927
 GHJ 1 - 81

GAJ 1 - 81

GRJ 1 - 81
 GUJ 1 - 81
 GXL 1 - 82

Big end bearings changed from white metal run directly on to connecting rods and caps, to white metal on steel caps.
 Well-base wheels (31 x $5\frac{1}{4}$ tyres) 21 in, and front hydraulic shock absorbers in place of friction type.
 (A number of GMJ series not dispatched until 1927)

.700 steering (GHJ 72).
 Restrictor valve fitted to Autovac to prevent 'hesitation' in tickover.
 Hole in release cap of hydraulic shock absorbers increased to 0.024 in to avoid hydraulic knocks.
 New type side steering tube introduced; pivot friction device discontinued, but two-piece lower bearing retained.
 Two terminal condenser.
 Spring loaded cross-steering tube to improve steering (GAJ 42).
 Battery on cross-member (GAJ 42).
 Front wheel brake squeak damper (GAJ 73).

Modified exhaust manifold.
 2 gallon reserve petrol supply.
 Zenith petrol filter.
 5 ring pistons, instead of 4 ring type (GXL 42).
 Tungsten (GXL 50)
 Modified engagement, disengagement and damper springs fitted to starter motor to increase reliability; and 6 grooved operating bush introduced to cope with slip caused by oil on starter clutch (December 1927).
 (A number of GXL series not dispatched until 1928).

1928

GYL 1 - 81

GWL 1 - 41

GBM 1 - 81

Rear hydraulic shock absorbers.

Oval web crankshaft.

Improved steering geometry.

Low tension contact screw of make and break modified to give some 'spring' to provide wiping movement for contacts and prolong life.

Cotton duck washers for slipper drive.

GKM1 - 82

GTM 1 - 40

GFN 1 - 82

Mixture control on steering column

Vertical radiator shutters instead of horizontal.

Modified Bendix-Bijur starter motor drive with three cork washers instead of one.

20 in wheels instead of 21 in (32 x 6 tyres)

(A number of GFN series not dispatched until 1929).

1929

GLN 1 - 87

GEN 1 - 82

GVO 1 - 109

Dash 2 in wider and $\frac{3}{4}$ in higher; radiator $1\frac{1}{2}$ in higher (GLN 22).

Cadmium plated springs (GEN 72).

Partial centralised lubrication.

Enots petrol filter.

'Mechanics' propellor shaft.

KS petrol gauge.

GXO 1 - 10

RETROSPECTIVE MODIFICATIONS INCORPORATED ON 20 h p CARS

November 1929

Grooves in cross-steering tube contact pieces and holes in ball-ends to improve lubrication.

September 1930

Woven fabric linings for brake servo instead of original 'halos'.
Cone on valve guides increased from 20° to 40° and asbestos

November 1930

washers fitted instead of felt ones - to prevent over-oiling due to perishing of felt type.

Modified exhaust manifold to avoid cracking at junction of main pipe and centre branch.

RAD 1 clutch liners in place of Ferodo for smoother operation and 16 additional rivets used to reduce spreading of the liners.

February 1932

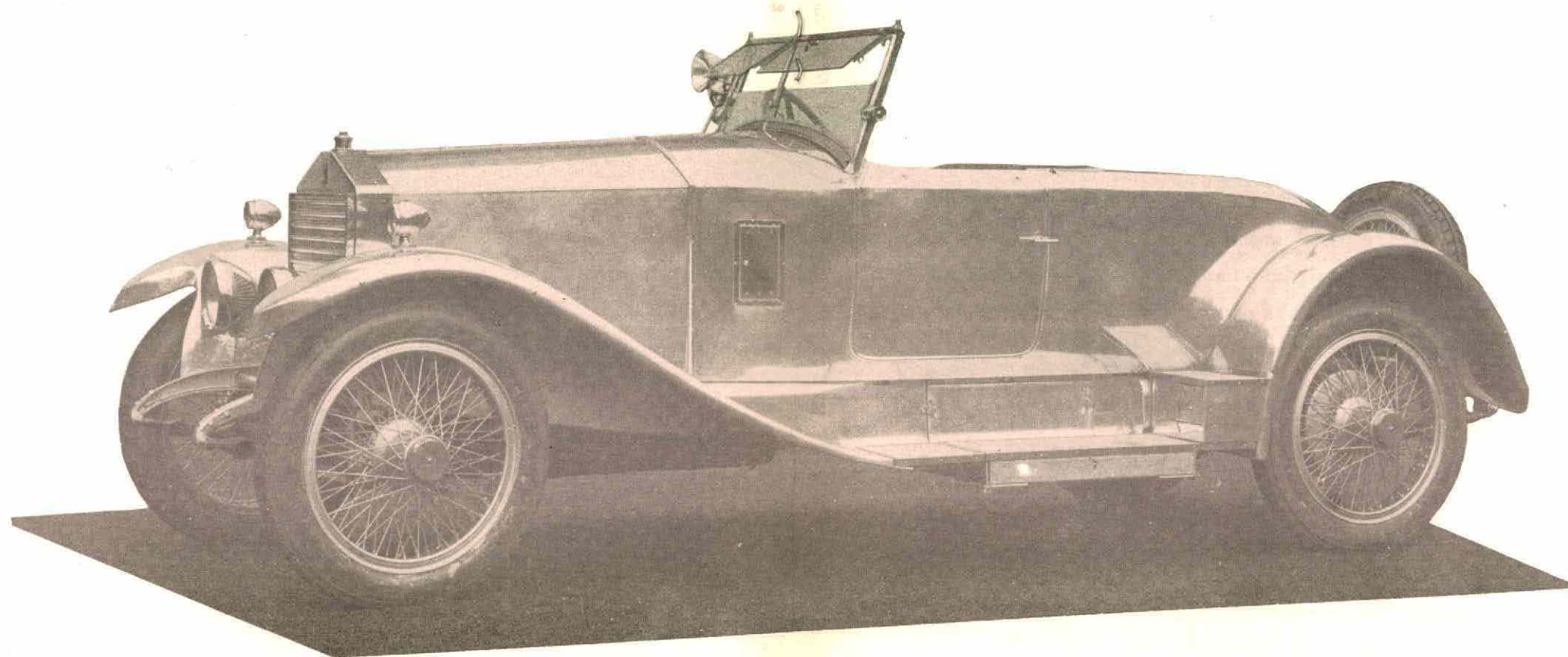
New 'finned' exhaust manifold for all 20 and 20/25's to avoid cracking.

MHV

NOTE:- In all series, the number 13 was omitted.

CHASSIS NUMBER CHANGES

Original number (new number in brackets)	New number (original number in brackets)
66 H 4(GRK83) GTM41(GFN 82) GLN8(GLN82), GLN10(GLN83), GLN11(GLN84), GLN14(GLN85), GLN16(GLN86), GLN18(GLN87)	GRK83(66 H 4) GFN82(GTM41) GLN83(GLN8), GLN83(GLN10), GLN84(GLN11), GLN85(GLN14), GLN86(GLN16), GLN87(GLN18)
GVO11(GXO98), GVO20(GXO101), GVO22(GXO107), GVO24(GXO111), GVO27(GXO102), GVO32(GXO93), GVO34(GXO82), GVO46(GXO94), GVO49(GXO104), GVO51(GXO92), GVO53(GXO109), GVO54(GXO94), GVO59(GXO83), GVO64(GXO103), GVO65(GXO96), GVO68(GXO84), GVO71(GXO97), GVO72(GXO99), GVO75(GXO85), GVO76(GXO86), GVO78(GXO108), GVO79(GXO87), GVO81(GXO100)	
GXO1(GXO105), GXO2(GXO106), GXO5(GXO88), GXO7(GXO89), GXO9(GXO90), GXO10(GXO91)	GXO82(GVO34), GXO83(GVO59), GXO84(GVO68), GXO85(GVO75), GXO86(GVO76), GXO87(GVO79), GXO88(GXO5), GXO89(GXO7), GXO90(GXO9), GXO91(GXO10), GXO92(GVO51), GXO93(GVO32), GXO94(GVO46), GXO94(GVO54), GXO96(GVO65), GXO97(GVO71), GXO98(GVO11), GXO99(GVO72), GXO100(GVO81), GXO101(GVO20), GXO102(GVO32), GXO103(GVO64), GXO104(GVO49), GXO105(GXO1), GXO106(GXO2), GXO107(GVO22), GXO108(GVO78), GXO109(GVO53), GXO111(GVO24)



PORTRAIT OF 85 K 6

1923 Twenty with two-seater open body by Hooper.
Chassis no 85K 6, raked steering column
and double dickey

THEY NEVER WEAR OUT....2

I WAS very interested to read of the story of 9GX, a car I have always admired, and I was glad to hear that the overhaul was so successful and that so little was found to be wrong after a high mileage and long periods between overhauls.

I did not notice in the list of jobs any reference made to the sludge traps in the crankshaft which, no doubt, were cleaned out but this was not actually referred to. As members are probably aware, the shaft has hollowed-out journals to reduce weight, increase rigidity etc, and these ends are blanked off by alloy caps. Owing to centrifugal action, the hollows in the shaft collect dirt, and in the prewar days of non-detergent oil a top and bottom decarbonisation was recommended at 40,000 miles' intervals so that these could be cleaned out, the piston rings replaced if necessary, and a general purge in the base of the engine carried out. The bearings were inspected and adjusted (usually only the big ends at the first inspection) and the whole lot replaced for another 40,000 miles. Modern oils will lengthen the time between inspections through less sludge, but as most Rolls-Royces have poor crankcase ventilation a car used for short runs in the main is still liable to sludging and will need more frequent inspection than a car used for long runs only. As the crankshaft bearings are the foundations of any engine, their fit is vital to the balance, smoothness and lubrication, since leakage of oil due to wear on main and/or big end bearings will starve the pistons and cylinders of oil, because the oil will take the line of least resistance especially when hot.

This accounts for the phenomenon of a well-used engine suddenly seizing its pistons after a long run at constant speed such as use on a motorway, which is quite usual now in our daily motoring. A piston seizure leaves a nasty mess, since it is almost impossible to detect the approach of this or bearing failure as in such a heavy car with heavy flywheel no resistance is felt until too late. Also, the build-up of sludge in the crankshaft will always maintain high oil pressure even if the bearings are dropping out and I have seen cases where you can just push a wire down the oil passage left remaining clear in the shaft.

All this sounds appalling, but take courage - for all is not lost! If you have the engine in pieces, I would strongly advise cleaning all sludge traps and taking up the bearings. This is a filthy job done in situ and many prefer to remove the unit and get at it more easily. The timing gears in all these engines seem to be almost indestructible

but the bearings are not so by any means and if you have the radiator off in any case it is advisable to change the bearings if the car has done 80,000 miles or more, especially over a long period.

So far as piston rings go, any knowledgeable fitter of the prewar age group usually prefers plain and not Wellworthy rings. The Wellworthy ring will reduce oil consumption to about 4,000 m p g which is very low for a big engine, but my own car with plain rings is very smooth and oil consumption is still better than 2,000 m p g even using Shell Rotello 30 - a diesel oil which is highly detergent but has very good 'cling' properties similar to castor oil. Rolls-Royce recommend Wellworthy for the sake of peace because owners do not like any oil consumption after an expensive overhaul.

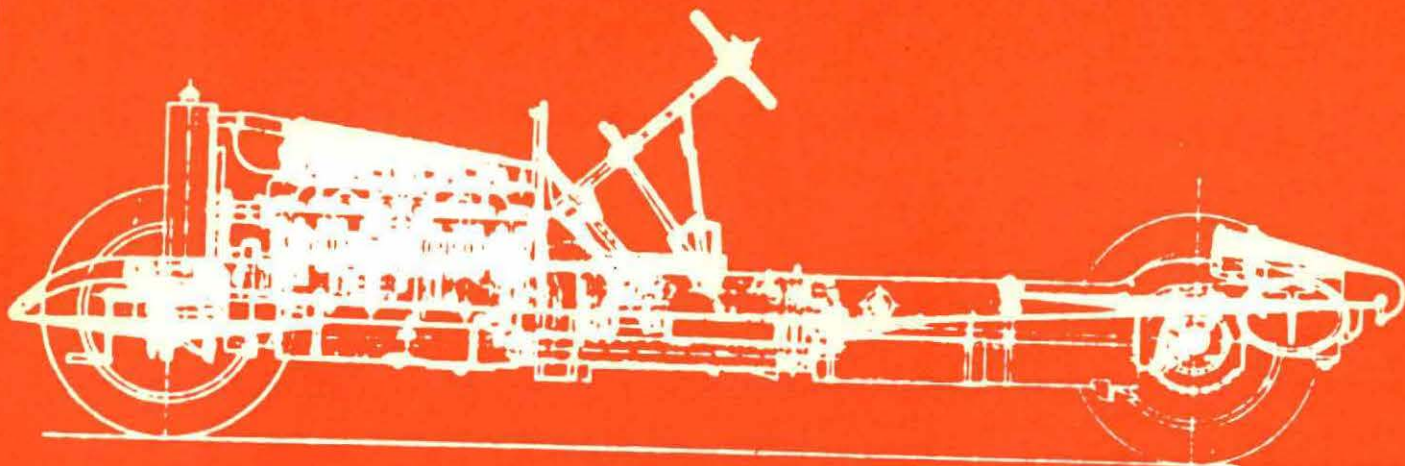
In conclusion, to enjoy long and carefree motoring from a thirty-year-old car, remember that it IS thirty or more years old and that the road conditions that prevailed in those days prevented high-speed continuous driving. On a motorway, take your foot off the throttle from time to time to create a vacuum in the cylinders and induce lubrication 'upstairs'. Only use a detergent oil* if your engine is thoroughly clean after a complete strip down as you will disturb the dirt of ages best left in place. I would always top decarb fairly frequently since valve cooling on almost all pre-war cars was very poor and 10,000 miles seems to be the maximum for good running. A Ghost with its nice accessible valves is best done every season - that is, 4-5,000 miles, even when using a fairly strong mixture. Redex, I have found, helps valve life on old cars and seems to keep the carbon softer than without. The valve seating plays a very important part in the switch start which owners are justly proud of.

I hope these notes will help people, particularly now that a complete engine overhaul is so expensive. With careful use, there is no reason why an overhaul should not last for 100,000 miles with the occasional top decarb and piston ring replacement at about 50,000 if oil consumption is too high. Curb enthusiasm on the motorway and reflect that it is better to arrive than rush past and then have trouble later.

R J B

* Are not practically all oils detergent today, however?

Oil company experts have several times insisted to me that this is the case. - Ed.



NOTES ON S G CHASSIS NUMBERS.—I

IT IS probable that it will never be possible to list Silver Ghost chassis numbers with complete accuracy, since records are sometimes conflicting and memories fallible. The listing published in the last issue of the Record is certainly the most accurate so far, but its publication has led to some minor inaccuracies or omissions being pointed out, and it is likely that more may follow. The statistically minded may care to note the following amendments: as mentioned previously, the intention is ultimately to produce as a separate publication a complete listing of chassis numbers covering the entire period from 1904 to 1939.

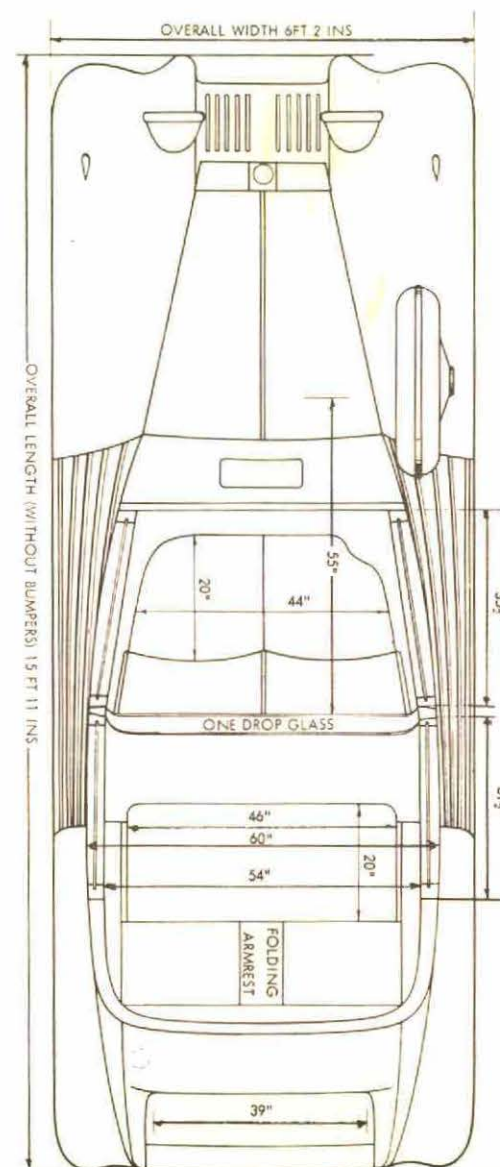
Date	Series	Chassis number	
1914-15	E	1UB-67UB:	this series was omitted in the listing previously published, but full details are not yet available
Date	Series	Chassis number	
1922	P	1ZG-81ZG	Not erected or numbers subsequently changed (new numbers in brackets) 4ZG(75HG), 10ZG(87HG), 13ZG, 16ZG(50LK), 39ZG(71HG), 40ZG(88HG), 47ZG(89HG), 50ZG(76HG), 51ZG(90HG), 52ZG(69HG), 53ZG(91HG), 57ZG(73HG), 59ZG(80HG), 63ZG(92HG), 64ZG(70HG), 65ZG(99HG), 66ZG(81HG), 70ZG(77HG), 78ZG(93HG), 79ZG(83HG) New numbers (previous ones in brackets) 42ZG(41YG), 43ZG(66YG), 49ZG(73YG), 54ZG(67YG).
			This series should appear between YG and HG
1923	R	1PK-63PK	46PK(UMC12, PI) This car is in fact still in existence.

There are also some amendments to be made to the list of Springfield chassis numbers, which will be published in the next issue of the Record.

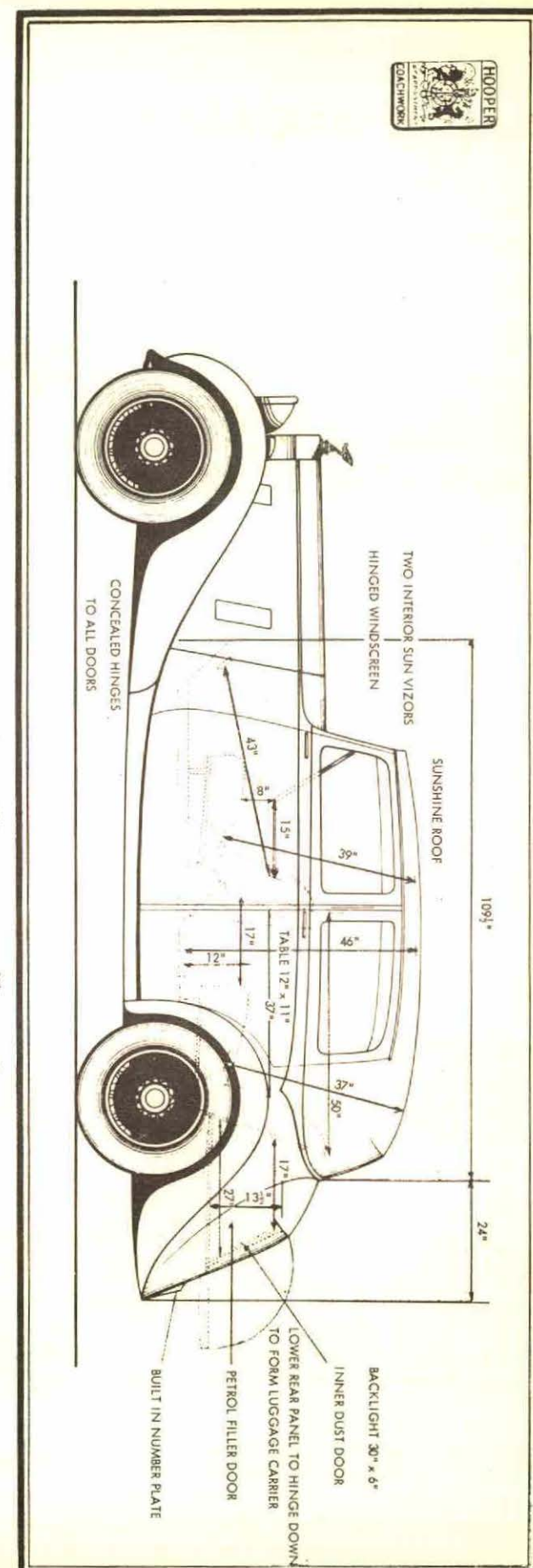
HOOPER & CO (COACHBUILDERS) LTD
54 ST JAMES'S ST LONDON

HOOPER SPORTS LIMOUSINE

25/30 H P ROLLS-ROYCE E STEERING



NO 7279



CLUB NEWS

METROPOLITAN POLICE COLLEGE VISIT

WE now have no doubt that our Police are wonderful. On arrival at the Metropolitan Police College, Hendon, we were taken in (not 'on') charge at once by Chief Superintendent Hickman - not a bit like Barlow - and given cups of coffee and a general talk on the history and present organisation of the Metropolitan Police Motor Driving School. Then we were shown round the College in smaller parties by Sergeant Instructors; first a brief lecture, with diagrams, on the basic principles of roadcraft which underlie all police training, and an opportunity for questions and discussion; and then a tour of other lecture and demonstration rooms, which included a chance to test our eyesight and measure our reaction times. (On this latter, a random group of club drivers scored between .525 and .575 of a second as against a national average of .7 and an average for police drivers of .35.)

After lunch in the canteen, we were taken for demonstration drives in police cars round the motorways, highways, byways and lanes of Hertfordshire, and for part of this drive our demonstrator treated us to a running commentary such as their trainees are expected to practise and to give during their driving tests. We were thus able to experience at first hand the result of this carefully thought out and highly sophisticated system of driving instruction; this was indeed road driving as a high art.

Finally we were each allowed an all too short trial of the skid pad. This is not something out of the Keystone Cops (though for the spectator it has a similar appeal) and not intended to subject you to impossible conditions. It is intended to simulate bad conditions such as we all may meet some time or other, to let us test our reactions to them, and to teach us by a simple object lesson that 'all skidding is caused by excessive speed.' Even the most timid of us had a short go, but agreed with our instructor that one needed at least an hour on the pad before one would really begin to get the hang of it.

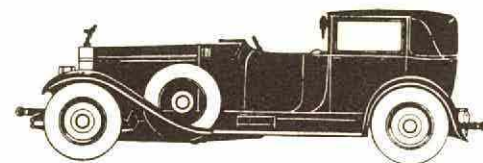
Many of us found that we had a lot to learn, and all of us learnt something. What most of us will agree is that we must go again, and learn some more, with the knowledge that we shall be made very welcome. The present skid pad is on its last legs, but as soon as the new one is ready we hope to arrange further visits, in smaller parties, to which both those who came to the first, and those who missed it, are cordially invited.

M D H

Members' Letters

FROM J G HUTT

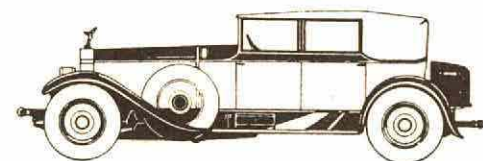
FOR the sake of accuracy, I hope Mr Ashley-Carter will forgive me if I submit that, to start on the switch, the distributor body is moved in the same direction as that in which the cam rotates, in order to catch up - as it were - with the cam lobe that would have fired the relevant cylinder had the engine been running with the control in the normal EARLY position. The control is in fact brought towards the LATE position, where it is observed that the break always occurs, as indicated by the ammeter.



FROM G E CLEGG

THE top photograph on p.21 of the last issue of the Record was taken on Saturday 2 July 1910 and is certainly of an outing for some of the test department. Where? The venue was probably somewhere in the vicinity of Derby, and I seem to recognise the features of the young ladies in the party, but their names elude me at present. The driver at the wheel of R736 is Eric Platford, and at R737 it looks like Billy Blackshaw.

Some six days after the date of the photograph, I saw Charlie Rolls in the shop at Derby. Four days after that, his lamentable accident occurred at Bournemouth.



ABOUT CARRIAGES

THE booklet 'About Carriages' enclosed with this copy of the Record has been reprinted in facsimile from the only known existing copy, kindly provided by Mr Osman Rivers. Although it is not dated, it would appear to have been first published between 1895 and 1901: Field-Marshal Lord Wolseley, who is referred to as Commander-in-Chief in the booklet, was appointed to this position in 1895, and H M Queen Victoria who died in 1901 was still on the throne. Your editor inclines to a date nearer 1895 than 1901.

CLUB TROPHIES

THERE are five club trophies which are awarded annually. The winner of each trophy is presented with a replica medallion. None of the trophies can be won outright; nor can they leave Great Britain without the committee's approval.

MESSERVY TROPHY - A silver salver presented by Mr Roney Messervy in 1954, who in the early days built up a happy liaison between the club and Rolls-Royce Ltd; he worked for virtually all his adult life with Rolls-Royce, ending up as Service Manager at Hythe Road. Awarded to the owner of the car which puts up the best aggregate performance in the Concours d'état/elegance and the driving tests. The same car must be used in both events and be driven by the owner in the driving tests.

ALPINE TROPHY - One of the two silver-mounted cut glass decanters originally given by the Archduke Leopold Salvator as one of the prizes in the Austrian Alpine Trials in 1913. It was won by James Radley and ultimately presented to the club by Rolls-Royce Ltd. Awarded to the owner of the car which gets the maximum marks between 1 January and 31 December during the calendar year for mileage, model and age according to the formula outlined below.

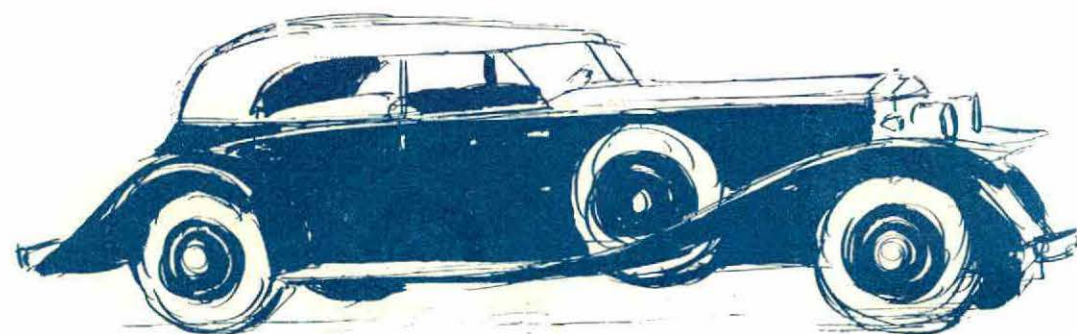
1. The car must be in the owner's possession throughout the period, but need not be driven by him (or her) in toto.
2. The prize is for the car. Owners of more than one car may enter them separately, but may not expect them to be aggregated for the trophy.
3. One mark is awarded for each mile covered during the period, irrespective of whether covered on business, or pleasure, at home or abroad.
4. Multiplied by the complete number of years the car has been registered prior to 31 December of the previous year.
5. Multiplied by a factor of 4 if a pre-1907 model or a Silver Ghost, a factor of 3 if a Phantom I, II or III and a factor of 2 if a Twenty, 20/25, 25/30 or Wraith model.

EXAMPLES				
Model	Mileage	Age	Model	Total
P III	5,000	x 30	x 3	450,000
S G	2,250	x 50	x 4	450,000
Twenty	5,625	x 40	x 2	450,000

DYMOCK-MAUNSELL TROPHY - Presented by Lt-Cdr J C Dymock-Maunsell, R N, in 1962. Awarded to the member who gets the most marks for rally attendance, for distance driven to events multiplied by the square root of the age of the car; the age of the car is calculated as for the Alpine Trophy competition. Different cars may be taken to different events, but not more than one car may count at each event. The events to which this refers are promulgated in the circulars covering the event. The owner must attend the event to be eligible for marks.

STANLEY SEARS TROPHY - Presented by the club's President in 1963. Awarded as a 'Victor ludorum' trophy to the member who gains the most marks for the Concours d'état/elegance, driving tests, rally attendance, Alpine trophy and miscellaneous competitions. Marks are scaled as follows:
Concours d'état/elegance, Alpine trophy and rally attendance, 100 to the top owner and remainder in proportion; driving tests, 100 penalty marks for the worst performance, remainder in proportion; miscellaneous competitions, 50 for the winner, remainder in proportion. If a member does not attend an event, he will get no marks, but in the event of the driving tests he will subtract 150 penalty marks.

HARDING-ROLLS TROPHY - Originally won by the Hon C S Rolls and presented to the club by Lt-Col J C Harding-Rolls in 1962. Awarded to the member who, in the opinion of the Executive Committee, has contributed most either by individual meritorious service or performance with a motor car.



STANLEY SEARS TROPHY

	CONCOURS	RALLY	DRIVING	WELSH	ALPINE	TOTAL
OWNER	D'ETAT	ATTENDANCE	TEST	TOUR	TROPHY	
I S Hallows	595	307	-216*	73	755	1514
W F Watson	680	528	-216*	78	310	1380
J C Dymock-Maunsell	698	467	-123½	79	250	1370½
W A L Cook	678	389	-105½	100	-	1061½
C J Curtis	668	339	-183	80	152	1056
W D N Berry	686	372	-163	-	145	1040
R M Harrison	710	354	-103½	77	-	1037½

(First 6 places only)

* Owing to non-participation, given maximum penalties awarded to club member.

ALPINE TROPHY

			CHASSIS				
OWNER	MODEL	YEAR	NO	MILEAGE	AGE	SIZE	TOTAL
H H V Forbes	20/25	1934	GAU63	12775	x30	x2	766500
I S Hallows	PIII	1936	3AZ112	8986	x28	x3	754824
E E Turner	S G	1923	7AU	3661	x41	x4	600404
R B Honnywill	PIII	1936	3AZ766	3764	x28	x3	316176
H M V N Smith	20/25	1935	GFE40	5391	x29	x2	312678
W F Watson	S G	1913	2260E	1520	x51	x4	310080
H C W Somers-Smith	20/25	1936	GBK3	5313	x28	x2	297528
J G Hampton	S G	1925	120EU	1626	x39	x4	253656
J C Dymock-Maunsell	PI	1926	20TC	2196	x38	x3	250344
L Taylor	PI	1927	15RF	2077	x37	x3	230547
J I Yates	Wraith	1939	WRB45	4375	x25	x2	218750
W F Watson	PII	1935	3TA	2250	x29	x3	195750
S J S Boord	20/25	1933	GBA29	2965	x31	x2	183830
C J Curtis	25/30	1936	GUL49	2710	x28	x2	151760
W D N Berry	PII	1931	9GX	1463	x33	x3	144837
I Munro	25/30	1936	GXM24	2542	x28	x2	142352
C M G Keeping	25/30	1938	GAR25	1985	x26	x2	103220

MESSERVY TROPHY

OWNER	MODEL	YEAR	CHASSIS NO	BOLNEY MARKS	SANDHURST PENALTIES	TOTAL
L E Dalton	PII	1933	24PY	753	148½	604½
J Hamilton-Fish	20	1928	GWL32	708	114	594
J C Dymock-Maunsell	20/25	1936	GBK56	698	123½	574½
W A L Cook	S G	1912	1895E	678	105½	572½
G B Lochée Bayne	20/25	1933	GAW22	648	109	539
S J S Boord	20/25	1933	GBA29	680	148	532
F Hellings	20/25	1934	GLB28	668	144	524
W D N Berry	PII	1931	9GX	686	163	523
A Heathcote	25/30	1938	GAR21	605	91	514
J A G Burchell	S G	1913	2297	654	147	507
C J Curtis	25/30	1936	GUL49	668	183	485
I Munro	25/30	1936	GXM24	638	155	483
G E Mawer	20/25	1932	GBT52	648	172	476=
J I Yates	Wraith	1939	WRB47	648	172	476=
T D Hadrill	20/25	1936	GLJ49	612	137	475

DYMOCK-MAUNSELL TROPHY

OWNER	AGE OF CAR	Vineyards	Bolney	Welsh Tour/ Monmouth	Pangbourne	Blenheim	Sandhurst	Stoke Mandeville	TOTAL MILES	X SQUARE	
										ROOT OF AGE	TOTAL
W F Watson	53	-	34	-	-	-	-	-	34	7.280	
	51	-	-	465	67	100	-	-	632	7.141	
	29	97	-	-	-	-	-	-	97	5.385	5282
R B Honnywill	28	-	-	420	80	105	79	110	794	5.292	4202
W A L Cook	52	-	-	454	-	-	45	-	539	7.211	3887
W D N Berry	33	-	250	-	-	174	224	-	648	5.745	3723
R M Harrison	29	-	48	420	52	-	-	37	557	5.385	
	26	-	-	-	-	64	40	-	104	5.196	3539
C J Curtis	28	85	22	388	45	75	25	-	640	5.292	3387
I S Hallows	28	-	30	425	-	70	-	55	580	5.292	3069
(J C Dymock-Maunsell	38	85	-	415	61	-	40	35	642	6.164	
	30	-	-	-	-	81	-	-	81	5.447	
	28	-	52	-	-	-	-	-	52	5.292	4673)
(First 8 places only)											