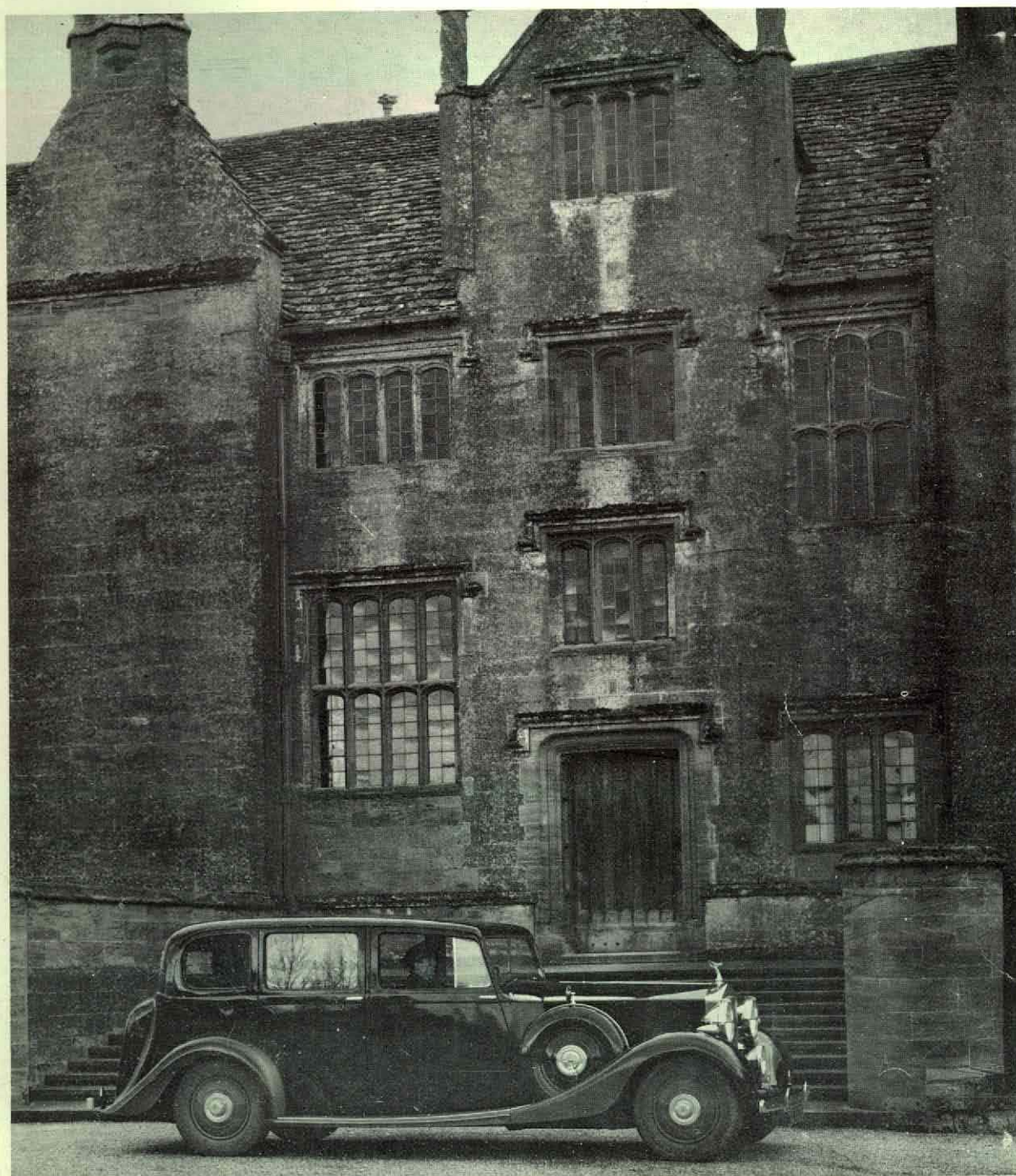


THE 20-GHOST



CLUB RECORD

Spring 1967



**ROLLS-ROYCE
and BENTLEY
INTERNATIONAL
PAGEANT
1967**

AS the pre-1940 motor cars become older and as traffic congestion grows, many owners, particularly of the very early cars, prefer to attend only local events and those that are of major significance. Although the weather at the Goodwood Pageant was so disappointing, the scale of the event was so vast as to attract entries from all over Britain and from overseas as well. To one observer, at any rate, it seemed that standards of preservation and restoration are now higher than ever, so that the task of the judges must have been even more onerous than usual. The results of their labours are given on another page, and it is hoped to publish a selection of photographs taken at the event in the next issue.

One of the major features, of course, was the attendance of a contingent of cars from the United States. It was particularly interesting to see examples of American coachwork and of American standards of restoration, and it is to be hoped that the R-R O C party enjoyed their visit as much as their hosts did.

stood in the Conduit Street showroom awaiting a buyer. It was not until the end of 1936, however, that a Mr Colin Campbell saw the car and liked it, but could not stand the colour and would only have the car on condition that Rolls-Royce repainted it all black, fitted Ace discs to the wheels and a front bumper and removed the green steering wheel and the green from the control tower on top of the steering wheel.

Colin Campbell ran the car up until the Munich crisis in 1938 and then felt that, owing to the rumours of petrol rationing, a Rover 16 h p would be more suitable; so he sold 101SK to H R Owen and Co, who stored it all through the war. When the war ended, it was sold to someone in Staffordshire for a fantastically high figure and shortly after changed hands again. It had had a pretty hard life for 10,000 miles and been very much neglected. The petrol consumption was down to 7 miles per gallon and rationing was still on (although the owner had had supplementary petrol for it in 1946) so it was sold again, this time at Meacham in a car auction for only £250. The condition that the car was now in, the huge tax of 25s per horse-power, and petrol rationing which was still in force, all told heavily against it. The new owners bought it for resale; they sent it up to Rolls-Royce at Crewe, where it was overhauled and then put it in store until I bought it.

I have never ceased to enjoy this car which we still use as a big, family touring car. I have gone from Hawkhurst in Kent to Helensburgh in Scotland in the day (505 miles) very comfortably, and the car has toured all over England, Scotland and Wales several times.

During the years I have had 101SK, I have only had three troubles, which have all been successfully overcome. The first occurred after I had done about 8,000 miles on the car, and took the form of a peculiar tap, which appeared in the engine, particularly at 30 m p h. It was extremely irritating and sounded almost like a diesel knock. I went into this problem thoroughly. During the time the Phantom II was available to the public, more and more power had been extracted from the engine.

The early models, like that owned by my grandmother, remained silent during the whole of their lives, but about the time that Royce died (in order to get more power and revolutions on the engine) the valve mechanism had been completely redesigned and, starting with chassis 102MY in 1933, a new high-lift camshaft with bigger valves and much heavier valve springs and a different type of cylinder head had been fitted, which gave a higher compression ratio. However, the bottom tappets and cam-followers simply tore themselves away in about 8,000 - 10,000 miles. This was owing to the tremendous loading and the fact that the cam-followers are solid and so get struck by the camshaft in exactly the same place every time the engine revolves, tearing themselves to pieces in the process. I did not know as much about Rolls-Royce cars then as now, and I took the car up to Rolls-Royce and to Griffin's in Haywards Heath. It was decided the only thing to do was to strip the engine, remove the cam-followers, inspect them and grind them back to shape. This is a very big job, and involves lifting the cylinder blocks; however, I had the work done and the engine then remained silent for another 8,000 miles. When this work was done, I took the opportunity of having the lower panels resprayed grey and a chromium ring fitted to the discs. In everyone's opinion, this has transformed the appearance of the car.

When the car was new, it was only fitted with one spare wheel. On one occasion, when going to Henley from Kent at a weekend, I had trouble with two brand-new India tyres, both of which burst within a very short time of each other. It was Saturday afternoon and 7.00 x 19 tyres are difficult to come by in any case and in spite of a helpful A A scout proved impossible, so we were completely stuck. Eventually, I telephoned my home and we had to sit at the roadside until midnight, when my cowman arrived in my Austin 18 with two new tyres and tubes from home, which we put on by the headlights on the Austin. We finally got back to Kent at 5 o'clock in the morning, absolutely exhausted.

I made up my mind, then and there, that the car must have two spare wheels

in future; through Jack Compton, I obtained the necessary parts secondhand, and took the car to Caffyns in Tunbridge Wells to have the nearside wing cut and the second spare mounted. Caffyns made an excellent job of this, and I now felt that we could motor with confidence.

Unfortunately, though, the camshaft was beginning to be noisy again and this time I took the car to Jack Compton, to be cured once and for all. This was accomplished by fitting a low-lift camshaft and the engine has remained silent ever since, although since this work was done something in the region of 40,000 miles had been covered. —WJO (To be concluded)

Membership changes

NEW MEMBERS

APPLEBY, J SCOTT, 21 Bloomfield Terrace, London SW1, Sloane 5749
 20 1926 GZK39 YO839 Coupé, Barker
 PII 1934 169RY Drophead, Gurney Nutting

HANSEN, I WIBOE, Fuglevadsvej 58, Lyngby, Copenhagen.
 PI 1929 91OR AH31-099 Cabriolet

MANN, M Y, Box 3, Port Chester, New York, 10573, USA.
 PII 1932 114MS Continental saloon, Hooper

NEWMAN, Sqn-Ldr AR, and Mrs, Martins Weft, Duke St, Bideston, Suffolk.
 20 1928 GBM27 YW7196 Saloon, Connaught

H PLASTOW, D A S, Rolls-Royce Ltd, Crewe.

H VETCH, I H, Rolls-Royce Ltd, Conduit St, London W1.

CHANGES OF ADDRESS

F BELSEY, A J, LDS RCS, 33 Wellington Sq, London SW3, Sloane 1676

DENTON, J F, Holmwood House, Turvey, Bedford. Turvey 216

HAMILTON-FISH, J, and Mrs, High Trees, Hatton Hill, Windlesham, Surrey. Bagshot 2718

MACKANESS, J H, and Mrs, Boughton Hall, Northampton. Chapel Brampton 3221

A MARSHALL, H, Yewden Manor, Henley-on-Thames, Oxfordshire.

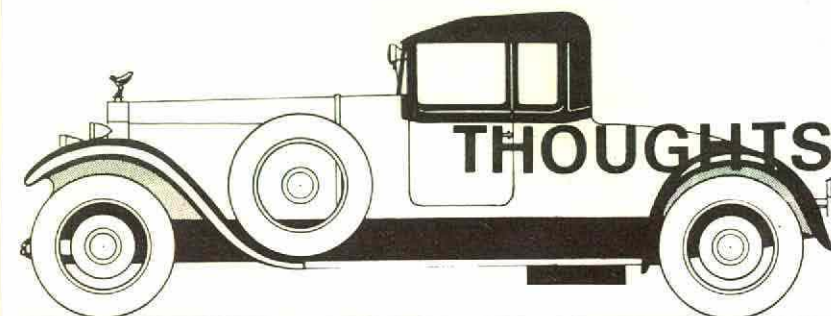
POGSON, E O, Hilltop, Cattistock, nr Maiden Newton, Dorset.

F SEARS, S E, MA, Collingtree, Riddle Bay, Warwick, Bermuda. 2-3313

SMITH, Col H M V N, MBE, Wealdview Farmhouse, Colt's Hill, Capel, Tonbridge, Kent.
 Paddock Wood 286

THOMPSON, S Graham, FRCS, Mow Cop, Elm, Wisbech, Cambridgeshire. Wisbech 2055

A WATT, M E, Bridian Farm, Alford, Cranleigh, Surrey. Loxwood 384

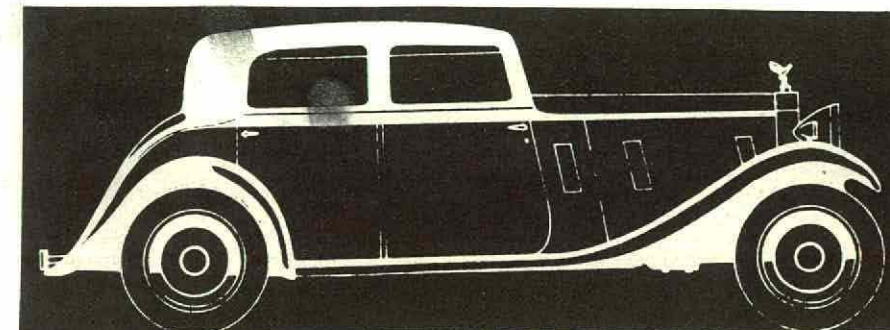


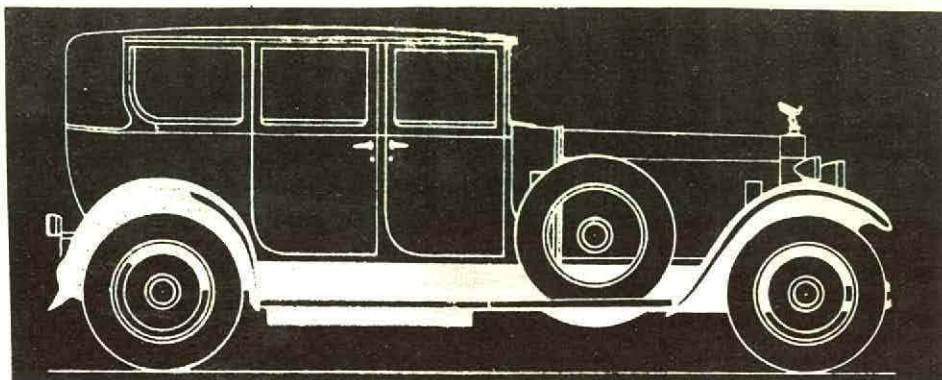
THOUGHTS on coachwork

I DON'T know if others muse as I do from time to time on what is the ideal body type. If you do, perhaps you would like to write in with your comments.

The most popular undoubtedly is the saloon, because of practicability and being the easiest type to give smooth flowing lines to. But although the most popular, it lacks the facility of affording the maximum enjoyment for motoring - open air, and a sunshine roof can be no more than a poor compromise. If the best style is wanted from a saloon, then it has to be close-coupled, providing reasonable built-in luggage accommodation yet giving less leg room, but some would claim a more comfortable ride for the rear seat passengers from the aspect of springing.

A saloon with a division has certain advantages, apart from keeping undesirable passengers segregated; it enables not only two conversations to be carried on, but also different amounts of fresh air to be enjoyed. The limousine and touring limousine are just different variants of the saloon with division; because they are seldom close-coupled, there is plenty of leg room for rear passengers, if any occasional seats fitted are not used. There are very few motor cars made today where one can really lounge on the back seat and cross one's legs without hitting the front seat; and luggage accommodation can be easily arranged in a detachable Brooks trunk on the rear carrier if no boot is fitted or alternatively on the roof or stowed within. If one is a dog lover, there is little room for a

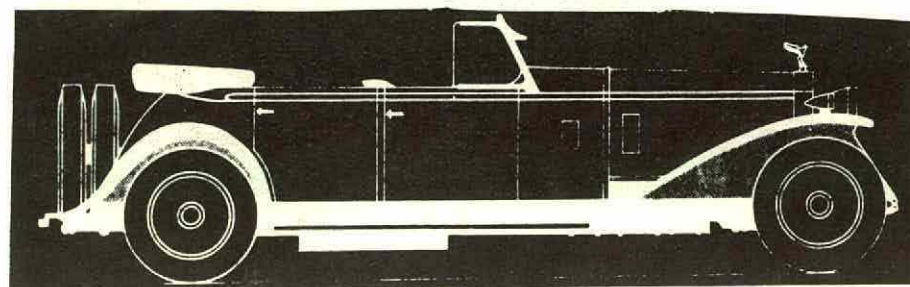




reasonable sized dog on the floor in a close-coupled body. The question of close-coupled or otherwise basically boils down to lines versus space. Before leaving the saloon and its variants, the open drive limousine must not be forgotten, giving considerable fresh air to driver and front seat passenger, and possibly the most desirable of motor cars to drive when direct sun rays are too hot, such as in India or Malaya.

Going to the other extreme from the saloon, we have the open tourer, with spartan and tedious weather protection. Nothing can be more enjoyable than seeing the countryside from an old tourer, if the elements are reasonable and one is dressed suitably. There are few rear compartments that are comfortable so far as the elements are concerned at speed and that have a suitable apron in addition to the rear windscreen. Even if they have, entry and exit is not rapid or convenient. The main disadvantage of the tourer is time and effort taken to erect the hood and the noise the whole paraphernalia makes when proceeding at speed. A two-seater with dickey naturally reduces these difficulties, but the 'rear seat' passengers are even more at the mercy of the elements.

An all-weather tourer or phaeton is a good compromise. Wind up windows and a quick erection hood (under 1 minute) make a much better car than the tourer when closed, but one never feels quite so close to the elements as in the open tourer, and the penalty of extra weight must be paid in performance. The all-weather tourer has the larger amount of rear compartment leg-room, but usually little style; if more flowing lines are required, one must go close coupled and have a drophead coupé,



probably 2-door, thereby making entry and exit more difficult and sacrificing leg room and visibility in the rear compartment when the hood is raised, yet obtaining some built-in luggage accommodation.

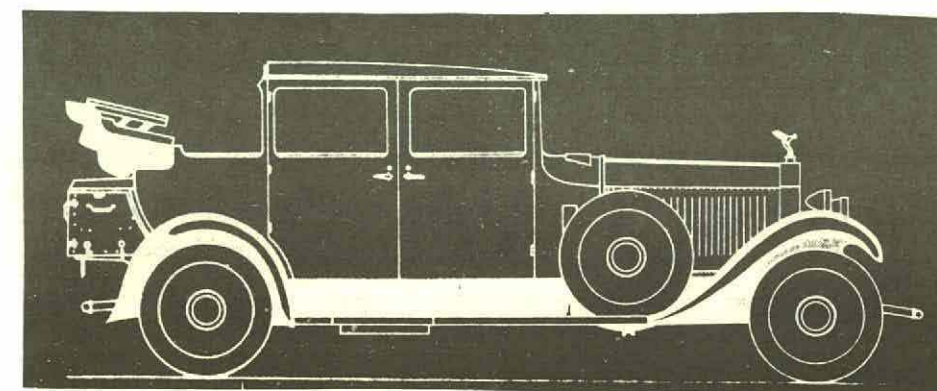
The cabriolet, with a division, is an attempt to get a compromise between an all-weather tourer and a limousine. The hood is usually more difficult to erect than that of a tourer, and looks more cumbersome in the open state. There is very little protection for the rear seat passengers at speed in the open state. How often does one see the rear part of a cabriolet lowered? The owners normally seem to use the car as a sedanca de ville, coupé de ville or brougham de ville.

The sedanca de ville (and other de villes) are a very good compromise as they enable good styling to be preserved and allow two 'atmospheres' to be enjoyed; the hoods over the front compartment can be of rapid erection if good design is incorporated. But one doesn't feel as close to the elements in the front of a sedanca as in an open tourer, always being conscious of the large cage behind. Unless the windows are raised, sedancas when open are inclined to produce a large draught around the neck, and this can be irksome unless fully guarded against.

The landaulet is the reverse of the sedanca, an obsolete type as far as I know throughout the world except for estate cars. With quick erection it does get the rear passengers nearer to the elements; but I have yet to see a landaulet which in my opinion had the best of lines. I don't think that any of the de villes, be they sedancas, limousines, coupés, Broughams or landaulets, or the Landaulets themselves, were ever intended to be open for travelling at more than touring speeds of about 40 m.p.h.

NOW LET THE FIREWORKS START.

J C D-M



An intestinal stoppage, with complications

HER worst enemy could not call Barbara anything but a lady, and ladies most emphatically do not have internal rumbles — at any rate in public: so when, with the engine idling, her customary sedate silence was broken by a rhythmic knocking, subdued (for she is, after all, a lady) but nevertheless audible, I took her off as soon as possible for a general servicing and a check-up. This really started something, for the unseemly sound was not easy to diagnose. Possibly a gudgeon pin, the experts thought, so they took the cylinder head off to have a look. They didn't find anything, but while they were about it they decarbonised (last done 55,000 miles ago) and ground in the valves.

Then, having drained the sump, they found that the oil filter wouldn't come out: so the only thing to do was to take off the sump and find out why. This answer at least was simple. An oil pipe had dropped off one of the connecting-rods and slid under the rim of the filter. Odd, incidentally: a car of this year (built 1935), shouldn't have had oil pipes at all, but drilled connecting-rods. They found the knock, too: a loosened tappet explained that.

The slightly comic result of all this was a bill which, summarised, read:

To 1 new oil pipe	9 2
To putting it in	<u>£117 14 10</u>
Total	£118 4 0

Well, the Collector of Taxes will jolly well have to wait, that's all. I never liked the fellow, anyway.

Barbara behaved beautifully on the way home, and I went to bed happy. The next weekend was the London to Brighton Veteran Car Run, so we went some way up the London Road to cheer a bit. Two miles out of Brighton, we stopped in a convenient lay-by, and in about 15 seconds or so the thermometer needle swept up from 70 to 100 and would obviously have liked to go further. I looked in the radiator: plenty of water. I started off gingerly: the needle came back to 70. I stopped. It boiled — I could hear it.

So the next day, off to the garage, driving as if the car were entirely made of glass, and we got there just before the needle started its tricks again. They put their own thermometer in the top of the radiator and it showed just about a normal temperature: but when they put it into the back of the cylinder block it showed the same symptoms as mine had, though less violent.

It seemed only too clear what the trouble was. Barbara, accustomed to moving only in the very best circles, was suffering from a blockage. So off came the side plates and the experts got to work. They found, and removed, a lot of unwanted stuff; tested the car; and asked me to run it around over a weekend to see what I thought.

It was better, but still clearly not right, for I could still get the needle to boiling point though no sounds of boiling could be heard and the back of the block did not feel unduly hot. So we thought we had better look inside the cylinder head, which had been lying dry while the sump was off, in case the new anti-freeze had loosened something there. No, this was quite clear, so a temporary thermometer was put in and mine sent to Rolls-Royce for testing. They replaced it without comment, and all was now normal again.

At long last, then, I picked the car up on my way home from town; to find that the petrol gauge wasn't working. Back again: the insulation had hardened and a really severe look was enough to make a chunk fall off. Right-ho! Fresh 3-core cable from the tank to the gauge (Memo: Start saving immediately).

That didn't take long, and it was with a light heart that I picked the car up once again and went over to Worthing on Christmas Eve to collect my daughter. As soon as I drew up the rear offside tyre (new inner tube six months and 2,000 miles ago) went flat. All garages shut. Change wheel. Home, rather fretful, this being the fifth new tube that had gone without warning in 15 months.

After the holiday, gingerly back to Caffyns on the spare. Collected the car (in the dark) on my way home. In the lighted garage — no spare wheel.

?

Got my wife to telephone Caffyns next day (she is better-mannered than I am). Sorry, they had had to order the new tube from Fort Dunlop and it wouldn't arrive till next week sometime. Oh well! Just have to potter delicately round the shops: I don't want to have to abandon the car in the middle of Pevensey marshes.

So we did this. It started to rain — hard. I then found that the windscreen wipers weren't working. We got home safely with manual operation (cramp in left forearm) and I then found that if I put my finger firmly on the wire behind the dashboard near the wiper switch they worked. I wish I were an octopus, so that I could drive in the rain, as well as having plenty of suckers to count on. It looks as if I shall need them.

So back to the garage again, though it took two visits before they could locate this rather tricky intermittent fault. Just as they finished this job I noticed that the offside front tyre was badly down. Another new tube had to go in (luckily I had bought two spares, for they were still waiting for the one they had ordered three weeks previously).

As I write, it is now a week since I brought the car home, and nothing has gone wrong. Aren't I lucky? T D H

Club trophy results

DYMOCK-MAUNSELL TROPHY

OWNER	AGE OF CAR	Sutton Benger	Sawston Hall	Winchester	Loire Tour	Warlies	Northern	Sandhurst	Camberley Show	Minehead	TOTAL MILES	X SQUARE ROOT OF AGE	TOTAL
W D N Berry	34	155	250				229	224	225	274	1357	5.831	7913
J C Dymock-Maunsell	31		53				325			160	538	5.568	5857
C J Curtis	29	92	87	40	160	65	323	25	25	140	957	5.385	5153
R B Honnywill	20	40		53	160		300	78	78	68	777	5.385	4184
W F Watson	30	100	120	42	160					204	626	5.477	
	54							50	50		100	7.348	4164
A Heathcote	27		43		230		313	30	30	140	786	5.196	4084
F Hellings	32		50		377						427	5.657	
	38					18		35		173	226	6.164	3811
J G Hampton	40	88	70	40			297	18			513	6.325	3244
P Taylor	38			112	160		95	100			467	6.164	2879
W A L Cook	29		66				314	45			425	5.385	
	53			72							72	7.280	2812
J I Yates	26	45	94	33			278	25			475	5.099	2422
R M Harrison	30		49	70	160			40			319	5.477	
	26	102									102	5.099	2267
H R Wilkins	33			136	160	140		100			536	5.745	2069

Total mileages claimed to events below 400 miles are not recorded.
In all, 53 cars attended one or more events.

ALPINE TROPHY

	MODEL	YEAR	MILEAGE	AGE	SIZE	TOTAL
H H V Forbes	20/25	1934	12025	x31	x2	745550
K B Wootton	20/25	1932	7842	x31	x2	517572
I S Hallows	P III	1936	5689	x29	x3	494943
L Taylor	P I	1927	3420	x38	x3	389880
J G Hampton	S G	1925	2388	x40	x4	382080
W D N Berry	P II	1931	3087	x34	x3	314874
J I Yates	Wraith	1939	5736	x26	x2	298272
R B Honnywill	P III	1936	3407	x29	x3	296409
C J Curtis	25/30	1936	4770	x29	x2	276660
F Hellings	20/25	1934	4138	x31	x2	256556
S J S Boord	20/25	1933	3931	x32	x2	251584
C M G Keeping	25/30	1938	4230	x27	x2	228420
J C Dymock-Maunsell	P I	1926	1879	x39	x3	219843
W F Watson	P II	1935	2235	x30	x3	201150
I Munro	25/30	1936	2581	x29	x2	149698
H M V N Smith	20/25	1935	2100	x30	x2	126000
W F Watson	S G	1913	444	x52	x4	92352
Mrs I Munro	25/30	1937	1108	x28	x2	62048

MESSERVY TROPHY

OWNER	MODEL	YEAR	CHASSIS NO	SAWSTON MARKS	SANDHURST PENALTIES	TOTAL
A Heathcote	25/30	1938	GAR21	700	114½	585½
W A L Cook	P III	1936	3AZ68	770	207	563
J Hamilton-Fish	20	1928	GWL32	708	147	561
J C Dymock-Maunsell	20/25	1936	GBK56	686	146½	539½
J G Hampton	S G	1925	120EU	712	177½	534½
C J Curtis	25/30	1936	GUL49	717	188½	528½
W D N Berry	P II	1931	9GX	520	211	520
W F Watson	P II	1935	3TA	684	214½	469½
R M Harrison	20/25	1935	GAF81	667	223	444
J I Yates	W	1939	WRB45	688	248½	439½
S J Lovegrove	25/30	1937	GHO48	678	275	403

STANLEY SEARS TROPHY

OWNER	ALPINE TROPHY	RALLY ATTENDANCE	DRIVING TEST	CONCOURS D'ETAT	TOTAL
W D N Berry	42	100	- 65	95	172
J C Dymock-Maunsell	29	74	- 45	92	150
C J Curtis	37	65	- 58	93	137
J G Hampton	51	41	- 55	92	129
A Heathcote	-	52	- 35	91	108
F Hellings	34	48	- 65	89	106

Graded marks - first 6 places only

GOODWOOD RESULTS

Concours d'elegance Rolls-Royce

CLASS 1 - 1904-1916 (OPEN)

* J P Smith	1907	577	Maudsley wagonette
M Negrelli	1912	2211	Hooper tourer

CLASS 2 - SILVER GHOST (CLOSED AND FORMAL)

* A P Guerrero	1921	308XH	Barker limousine
N J Streeter	1921	45NE	Barker limousine

CLASS 3 - SILVER GHOST (POST-WAR OPEN)

* R O Barnard	1924	22LM	Gill tourer
J A Frost	1922	77AG	Brewster tourer

CLASS 4 - NEW PHANTOM (PHANTOM I)

W M Davis	1929	S381LR	Brewster roadster
* D G Silcock	1924	10MC	Hooper tourer

CLASS 5 - PHANTOM II

G A Rolph	1933	218MS	Brewster sedanca de-ville
* L E Dalton	1933	24PY	Park Ward saloon

CLASS 6 - PHANTOM III

* W A L Cook	1936	3AZ68	Freestone and Webb saloon
J F Wilson	1938	3DL4	Park Ward saloon

CLASS 7 - TWENTY (OPEN)

* J Scott Appleby	1926	GZK39	Barker doctor's coupé
* J H Mackaness	1926	GMJ31	Rippon tourer

CLASS 8 - TWENTY (CLOSED)

* H G W Keller	1929	GEN45	James Young saloon
R Rippon	1924	GH36	Rippon limousine

CLASS 9 - 20/25 (OPEN)

J P Cooper	1935	GBJ2	H J Mulliner sedanca-de-ville
* R M Harrison	1935	GAF81	Thrupp and Maberley drophead coupé

CLASS 10 - 20/25 (CLOSED)

G C Williams	1933	GSY33	Windover limousine
* F Hellings	1934	GLB28	Hooper saloon

CLASS 11 - 25/30

* S R Terry	1938	GZR2	Thrupp and Maberley saloon
* V W Hodgson	1936	GTL27	Barker saloon

CLASS 12 - WRAITH

M J Bromley	1939	WMB19	Gurney Nutting sedanca coupé
P M Hitchin	1938	WXA83	Park Ward limousine

CLASS 13 - SILVER WRAITH, SILVER DAWN, PHANTOM IV

A Q Davis	1948	WFC68	Freestone and Webb saloon (Silver Wraith)
G H Hydes	1950	WHP89	H J Mulliner limousine (Silver Wraith)

CLASS 14 - SILVER CLOUD I, II, III, PHANTOM V

J W F Edwards	1961	LCB101	James Young Saloon (Silver Cloud II)
Miss M W Kelly	1961	SXC637	H J Mulliner drophead coupé

Bentley

CLASS 15 - 3-LITRE

J D Medcalf	1927	RE1400	Vanden Plas tourer
F Strorig	1926	DE1219	Vanden Plas tourer

CLASS 15 - 4½-LITRE

S W Creamer	1929	AB3351	Salmon saloon
* R W Colton	1927	ST3007	Vanden Plas tourer

CLASS 17 - SPEED SIX AND 6½-LITRE

B M Lee	1930	KR2697	Vanden Plas tourer
G T Shoosmith	1929	HM2865	Shoosmith tourer

CLASS 18 - 4-LITRE AND 8-LITRE

R Collinson-Cooper	1931	YX6917	H J Mulliner saloon (8-litre)
* W A L Cook	1931	YR5092	Hofmann and Burton 2-seater (8-litre)

CLASS 19 - 3½-LITRE

F M Wilcock	1935	B167EJ	Park Ward saloon
D Brown	1934	B55DL	Gurney Nutting sedanca

CLASS 20 - 4½-LITRE and MARK V

H Jones	1937	B7HM	Vanden Plas tourer (4½-litre)
* H R Wilkins	1938	B180LS	Abbey 2-seater (4½-litre)

CLASS 21 - MARK VI AND R TYPE

J A Ayers	1952	B140NZ	H J Mulliner saloon (Mark VI)
W E B Medcalf	1952	B83KL	Standard saloon (Mark VI)

CLASS 22 - S TYPE

J M Donner	1960	B9CT	Radford saloon (S2)
J R C Kenyon	1956	B144CK	Standard saloon (S1)

CLASS 23 - CONTINENTAL

* D G Silcock	1953	BC15B	H J Mulliner saloon (R type)
P M Knatchbull-Hugessen	1960	BC36AR	H J Mulliner saloon (S2)

Current models

CLASS 24 - ROLLS-ROYCE AND BENTLEY

Weybridge Automobiles	1967	SRH2014	Standard saloon (Shadow)
M C Hughes	1967	SRH2477	Standard saloon (Shadow)

Trophy winners

BOOTH'S HIGH AND DRY GIN TROPHY FOR THE BEST SILVER GHOST

* R O Barnard	1924	22LM	Gill tourer
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WEYBRIDGE AUTOMOBILES TROPHY FOR THE BEST PRE-WAR PHANTOM

* W A L Cook	1936	3AZ68	Freestone and Webb saloon
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J G HAMPTON AWARD FOR THE BEST PRE-WAR 'SMALL' ROLLS-ROYCE

J P Cooper	1935	GBJ2	H J Mulliner sedanca-de-ville
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THE TOWNSEND FERRIES AWARD FOR THE SECOND BEST PRE-WAR 'SMALL' ROLLS-ROYCE
 * J Scott Appleby 1926 GZK39 Barker doctor's coupé

THE DYMOCK-MAUNSELL TROPHY FOR THE BEST 1947-65 ROLLS-ROYCE
 A Q Davis 1948 WFC68 Freestone and Webb saloon (Silver Wraith)

THE H R OWEN TROPHY FOR THE BEST VINTAGE BENTLEY
 S W Creamer 1929 AB3351 Salmon saloon

THE MEAD OF MAIDENHEAD TROPHY FOR THE BEST DERBY-BUILT BENTLEY
 H Jones 1937 B7HM Vanden Plas tourer (4½-litre)

THE YARDLEY TROPHY FOR THE BEST 1947-65 BENTLEY
 J A Ayers 1952 B140NZ H J Mulliner saloon (Mark VI)

Stable awards

SECTION I - ROLLS-ROYCE (ONE-OWNER):

GENERAL ACCIDENT FIRE AND LIVE ASSURANCE CORPORATION

* J A G Burchell	Silver Ghost	1913	2297	Barker landaulette
	Twenty	1929	GEN16	Barker tourer
	Silver Wraith	1954		

SECTION II - BENTLEY (ONE-OWNER): JACK BARCLAY TROPHY

B M Russ-Turner	4½-litre supercharged	1929		Chalmers 2-seater
	4¼-litre	1938		Vanden Plas tourer
	Mark VI	1949		

SECTION III - COMPOSITE (ONE-OWNER): ASPREY TROPHY

* W A L Cook	Silver Ghost	1912	1895E	Willis Roi-des-Belges
	8-litre	1931	YR5092	Hofmann and Burton 2-seater
	Phantom III	1936	3AZ68	Freestone and Webb saloon

SECTION IVA - ROLLS-ROYCE (MULTI-OWNER) UNITED KINGDOM

* M R Neale	Silver Ghost	1909	1203	Barker (replica) Roi-des-Belges
* P W Neale	Silver Ghost	1914	54AB	Barker landaulette
* D W Neale	Silver Ghost	1914	48YB	Hooper tourer

SECTION IVB - ROLLS-ROYCE (MULTI-OWNER) UNITED STATES: DAILY TELEGRAPH TROPHIES

A E Schneebeli	Phantom I	1929	187RP	Hibbard & Darrin sedanca-de-ville
K Merrill	Phantom II	1933	302AJS	Brewster convertible
D Stockwell	Wraith	1939		

SECTION V - BENTLEY (MULTI-OWNER)

S Creamer	4½-litre	1929	AB3351	Salmon saloon
B M Lee	Speed six	1930	KR2697	Vanden Plas tourer
D Symonds	Mark V	1939	1R1	Park Ward saloon

SECTION VI - COMPOSITE (MULTI-OWNER)

* J G Hampton	Silver Ghost	1925	120EU	Barker tourer
* J G Hampton	Bentley Continental	1955	BC4E	H J Mulliner saloon
* W J Oldham	Phantom III	1936	3AZ146	Hooper limousine

CLUB OFFICERS & COMMITTEES

Master: S E Sears. President: W F Watson. Vice-President: A J Belsey.
 Chairman: J C Dymock-Maunsell. Hon Secretary and Treasurer: W F Watson,
 Aldwick Hundred, Bognor Regis, Sussex.

EXECUTIVE COMMITTEE

J C Dymock-Maunsell (chairman); A J Belsey; W A L Cook; I S Hallows; S J Lovegrove;
 W F Watson.

EVENTS COMMITTEE

J C Dymock-Maunsell (chairman); J G Hampton; F Hellings; R B Honnywill;
 S J Lovegrove; C Meachen.

GENERAL PURPOSES COMMITTEE

W A L Cook (chairman); Capt and Mrs J E Castle; Mrs F Hellings.

OTHER OFFICERS

Hon Technical Liaison Officer: J G Hampton. Hon Historian and Librarian: R O Barnard.
 Hon Editor and Press Liaison Officer: I S Hallows. Hon Solicitor: F Hellings.

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 Hon Librarian. This
 includes issues of 'The Flying Lady', instruction books, Rolls-Royce Bulletins and files of
 cuttings.

INSIGNIA - Club insignia available from the Hon Secretary include lapel brooches
 (for ladies and gentlemen) in sterling silver at 35s; club ties at 22s 6d; and silver cuff-
 links at 40s.

MAINTENANCE DATA

The leaflet enclosed with this issue is a repro-
 duction of one dating apparently between
 1947 and 1949. Although it is possible that some
 of the figures given may not be now completely
 accurate in every case, it is felt that the
 information contained will be of some interest
 to members.

* 20-Ghost Club member

CLUB NEWS

WESTERN APPROACHES

NOT for the first time, a welcome change from a 3-week session of bitter easterly winds, not infrequent rain and overcast skies in the mid-west, occurred in the nick of time for our first regular outing of the season, the West Country Luncheon, this year once again at the Vineyard, Colerne, Wilts; it was only on the Friday afternoon that the change came but come it did and Saturday 15 April was a quite lovely day. The sun shone, the hedges and the grass plucked up courage once more and sprouted green to welcome 16 lovely motor cars at a return to our well-known haunt. Well-known, yes, but the new entrance door now leads direct into a capacious bar giving adequate room for a pre-prandial reunion of some forty members and guests without unduly crowding out about a dozen ordinary patrons of the establishment.

There were, alas, one or two absences due to unforeseen causes but they were, at least in part, compensated by unexpected attendances. Nevertheless, it was particularly sad that Major and Mrs Heathcote, such regular "trouper", were, at the last moment unable to come in their own car all the way from Kent (150 miles) to qualify for "attendance" but at least they were with us, having thumbed a lift, as it were, from J I Yates. Your reporter may add that it was only at the eleventh hour (noon Friday, 14) that he got his own car back from the coachbuilders, resplendent in her first-ever new coat. Mr and Mrs Curtis also 'regulars', were called away by a wedding invitation only a few days before. But, all in all, attendance was well up to standard and the cars looked very well.

A very excellent luncheon was served to us in the main dining-room (exclusive to our use on this occasion) by Mr and Mrs Fuller's very able and courteous staff who, one and all, welcomed us as old friends — whether or not they had ever met us before! The 'limited choice' menu proved to be pretty extensive but every bit of it was of excellent quality, and the speed and efficiency of the service matched its succulence. (Your reporter discovered that the 'Dover sole' had left Grimsby, sea fresh, only at 11 p.m. the night before!) As always, at the Vineyard, the 'cellar' did full justice to the dishes offered — or should it be vice versa? (I'm going to have a bottle of; now, what can I eat with it? In other words, does one plan a room on the carpets or the curtains, or the chairs — a nice problem where individual taste must be predominant, as in the choice of the ideal motor-car.)

The local Press reporter, who had hoped to be there in time for our arrival, was delayed by the, perhaps understandably, more newsy and dramatic occurrence of a petrol station fire when a refuelling tanker accidentally demolished a petrol pump. He happily survived the holocaust and reached us mid-luncheon when Mr Fuller promptly provided the antidote to his shattered nerves. After lunch he took a number of photographs of the assembled cars including, of course, Col Gresham's 1912 Silver Ghost festooned with a liberal assortment of the attractive ladies in our company. What with one thing and another, it was 3.45 p.m. before we moved off home after an enjoyable gathering, and the weather still decidedly clement. — R B H

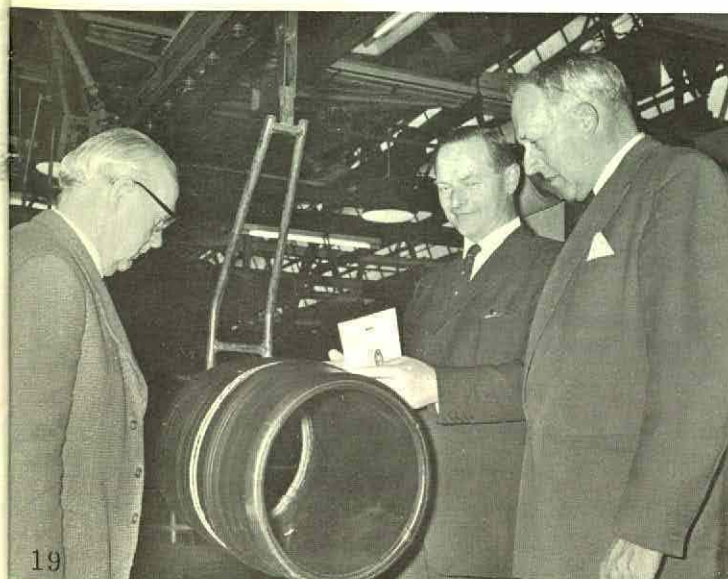
FORT DUNLOP

ON FRIDAY 28 April, 24 members with 15 cars spent a very interesting and enjoyable day at Fort Dunlop. This was the first time the club had been to the company, and from the beginning it was obvious that no time or effort had been spared to make it a success. In spite of a shower on arrival, the cars, including four Silver Ghosts and the original Silver Ghost sent up especially by Rolls-Royce Ltd, made a good show. They were the subject of much admiration from hundreds (thousands?) of Fort Dunlop's staff during the lunch break and other times that the various members could snatch or spare.

The programme was a full one. After assembling and meeting directors and senior executives, members were conducted in parties through the compound preparation and fabric preparation departments and then on to the departments where earthmover and tractor tyres are made. By then, members had some idea of the work and care involved in the preparation of heavy duty tyres, the largest of which stand well over six feet high and cost over £1000. This was a good introduction to the manufacture of car tyres of all types including the tubeless made for the Silver Shadow and the beaded edge type which are made very skilfully by hand for the Silver Ghost.

After cocktails and a most enjoyable lunch at which additional directors joined the party, the afternoon tour started in the test house and finished with an aquaplaning demonstration which clearly fascinated members. All were impressed by the ability of only the most modern tyres to hold the Jaguar cars travelling at 60 m.p.h. on the surface of the specially watered

OPPOSITE — Members at Fort Dunlop



road, but even more by the skill of the driver who kept his vehicle straight for 400 or 500 yards with his wheels locked. (The executive in charge of the demonstration pointed out that the driver, who was a young man with a wife and two children, did it for his living!).

The day finished with tea and all members left replete and with a debt of gratitude to the company for its generous hospitality and the considerable care which had been lavished on the visit. — S J L

ANNUAL DINNER

The Annual Dinner-Dance, held at the Hyde Park Hotel in London on January 28, was attended by nearly 110 members and guests. After an excellent dinner, the President, Fred Watson, welcomed everyone, pointing out that it was the 16th annual dinner and the 3rd dinner-dance. He felt that the spirit of the club was something of which every member was very proud, the main reason having been the leadership of Stanley Sears, who had been president since the club's inception in 1949. It had been a real blow that Stanley had been unable to carry on, but he was now happily domiciled in Bermuda and had sent a message of greetings to all, much regretting his enforced absence, thanking all members for their support and cooperation during his years of presidency and advising that he was hoping to meet them again in July or August. His having been made Master of the club had given him particular pleasure.

Fred then turned to welcoming members and guests and expressed regrets over Jack Scott's illness, but was glad to report he was getting better and sent best wishes to him and his wife. Other notable absentees were Ralph and Queenie Harrison, from whom a telegram of good wishes had been received, reporting that Ralph's 'motor' was going well but that he had been having trouble with his 'induction system'. Fred then thanked all club officers for their work and support during the year, and especially John Dymock-Maunsell, whose conduct of events and meetings was notable for its naval precision. The guests of honour were Maj-Gen G W Richards CB CBE DSO MC and Mrs Richards. After giving a resumé of the General's service career, Fred Watson proposed the toast of 'The Guests'.

General Richards began his response by referring to the first use of Silver Ghosts in the 1914-18 war. In 1914, many Silver Ghost owners crossed to France, often with their chauffeurs, and it was not long before it was decided to put armour and armament on some of these cars — the beginning of armoured cars. He emphasised that, except for some reinforcement to the springs and alteration to the differential, the Silver Ghosts were quite

standard. After describing the composition of a brigade of armoured cars — three batteries of four cars, each with SG transport lorry, the General turned to his experiences in the Western Desert against the Senussi. The cars gave very little mechanical trouble, but tyres were the main bugbear: 20 punctures in one day had been the experience of one car. There was some overheating of engines, so that the cars needed to be turned into the wind at halts. The self-starters that were fitted were no use, so that all starts had to be made on the handle: any driver who stalled his engine had to get out and start it himself.

In 1918, one battery was sent to Lawrence in Palestine. Operating in August behind the Turkish lines, the 'Ladder of Tyre' had to be ascended near Haifa. The cars were hauled up here by ropes at the rate of one mile a day. A Mercedes armoured car was met — the first time two armoured cars had met in battle — and the Silver Ghost came out on top!

Further experiences with Silver Ghosts included service in India, where a number of SG's in poor shape were repaired and put on the road: one of these was a 1910 model. The original 'Wedding Bells' was first owned by an Indian Rajah: the General had stripped the engine, and found it in excellent condition. Finally, he described taking 16 SG's on HMS Bellerophon in 1927 to Shanghai, when after 6 weeks at sea the cars started immediately. On his return, the SG's were handed over to the XIIth Lancers in Egypt — and one of them is now at Bovington.

The final speech was made by John Dymock-Maunsell, who referred to some of the problems arising with old cars, usually caused by poor maintenance in the past. He remarked that 1966 would be remembered for the Loire Valley tour — he felt that the tour would have shown members of the Common Market that if we were to join there was one aspect that was not common! He also expressed thanks for the hospitality of the British army shown on visits to such places as Sandhurst, Catterick and Bovington.

The 1966 trophies were then presented by Mrs Richards — the Harding-Rolls trophy to Ian and Melanie Munro for their organisation of the French tour, the Stanley Sears and the Dymock-Maunsell trophies to W D N Berry, the Messervy trophy to A Heathcote and the Alpine Trophy to H H V Forbes (who, having one this trophy three years running also received a Spirit of Ecstasy ashtray).

Dancing and discussion then concluded a most enjoyable evening.

(Editor's note — It is hoped to reproduce some of the General's interesting SG photographs in a subsequent issue.)