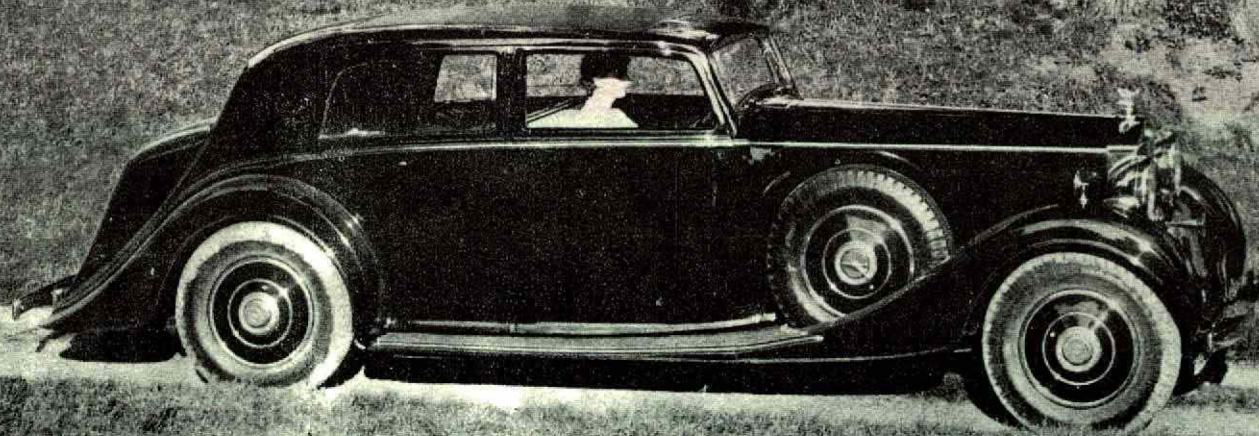


THE 20-GHOST



CLUB RECORD

SUMMER 1966



Message from Stanley Sears

In view of the fact that I had decided to go and live in Bermuda instead of Jersey, I did not offer myself for re-election as President of the Club at the Annual General Meeting. I felt that a President should not be a figurehead, but must take a lively and active part in the Club affairs. When I have had a year of absence from this country (to qualify for residence abroad), I will be able to return periodically for visits, provided that they do not exceed a total of three months in any one year.

While I shall certainly come back, and hope to take part in some events, the distance involved would not allow these visits to be frequent enough to carry out efficiently the duties of President, and it was therefore with great reluctance that I offered my resignation to the Committee. May I say how very much I have appreciated the splendid cooperation and loyalty of all the club officers, making my duties as President very light and enjoyable. I am very conscious of the great kindness shown to me by all the members and am most grateful to them for their warm friendship. I feel very honoured to have been your President since the formation of the Club.

Now a few notes on Bermuda. It is approximately 3,500 miles from London, but modern air travel reduces this to 6½ hours, far less time than it takes to motor to Cornwall! It enjoys a wonderful climate, with a splendid record of sunshine (probably too hot for me in mid-summer), superb beaches with excellent bathing in really warm water and, last but by no means least, magnificent facilities for yachting and power boating, with sheltered harbours and sounds, and with only a 3 foot rise and fall of tide. The fishing is reputed to be some of the best in the world. Real denizens of the deep weighing well over 200 lbs. are caught off the coral reefs. I plan to buy a twin screw cabin cruiser and spend some nights aboard at suitable times.

Cars have only been allowed on the Island since the war and are restricted to a maximum of 15 hp and a 20 mph speed limit. This is a bit irksome, but as the distances involved are so short it is not of great consequence. The island measures approximately 20 miles in length, with a breadth varying from 1 to 3 miles. There is no income tax or death duty, but the cost of living is high.

I wonder what I shall think of it all in 12 months' time - I will certainly let you know all the snags which I have found. One comforting thought is that one has not burnt one's boats, and can always return if necessary.

I shall indeed miss all my many friends, but am heartened by the fact that this is not goodbye, only au revoir. Very best wishes for many happy and successful events.
1966.

Stanley Sears



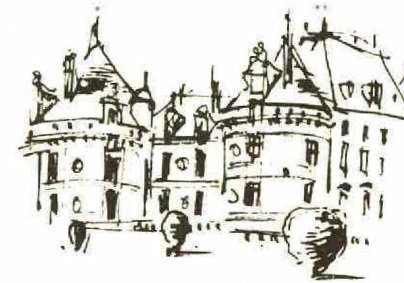
Les Châteaux de la Loire

THE LOIRE VALLEY TOUR

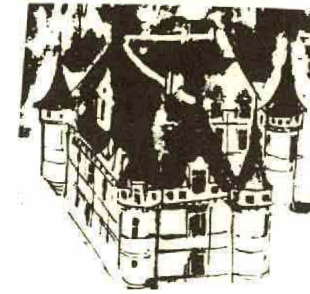
THE club's third continental event, which took the form of a tour of the chateaux of the Loire Valley, was held in excellent weather from June 6 to June 11. Two 20's, seven 20/25's, five 25/30's, one Wraith, two P1's, two PII's and two PIII's took part, and the general opinion of those who participated was that it proved to be one of the best tours that have so far been organised.

For the majority of members, the tour began with the sea passage to France the day after the meeting at Winchester, although your editor, for example, found it necessary because of the seamen's strike to fly to Rotterdam and drive south to the first meeting at the Le Mans motor museum on June 6 (and was unexpectedly first to arrive as a result). A wide range of interesting and historic cars are on view in this museum, although it was disappointing to see that the only British representation was a Lagonda and a partly derelict PIII. After lunch at the nearby restaurant Matseux, the party drove round part of the Le Mans circuit, enlivened by one member's enforced halt through the malfunctioning of his fuel reserve changeover tap (minor first-aid had also been rendered to another car at the museum).

The first chateau to be visited was that of Le Lude. At this chateau, as indeed at the others, the descriptive commentary given in excellent English by the two charming young lady guides who accompanied the party (and who later on showed their skill in driving a member's car) added very considerably to the pleasure and interest of the visits. Le Lude is still in private ownership, and the furniture, the terrace overlooking the Loir and the gardens were particularly remarkable. From here, members drove to Tours, where a police escort failed to make much impression on the rush-hour traffic, and then to the hotels at Montrichard and elsewhere where



LE LUDE



AZAY-LE-RIDEAU



CHENONCEAUX



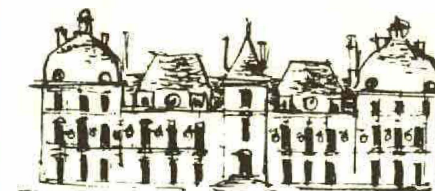
LANGEAIS



AMBOISE



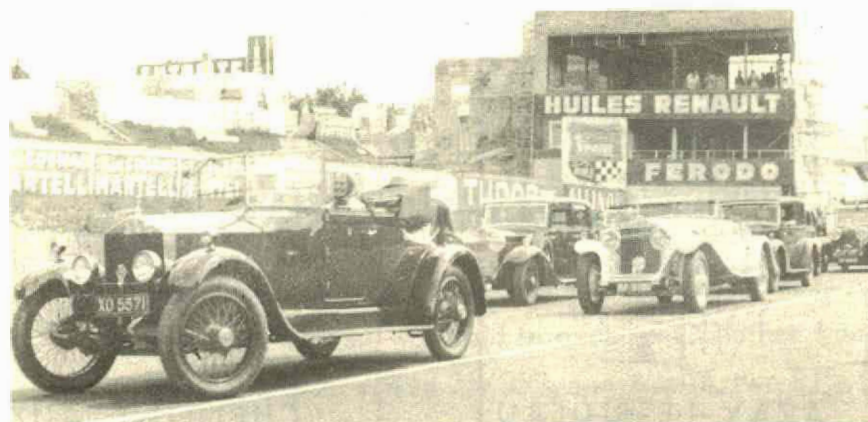
LOCHES



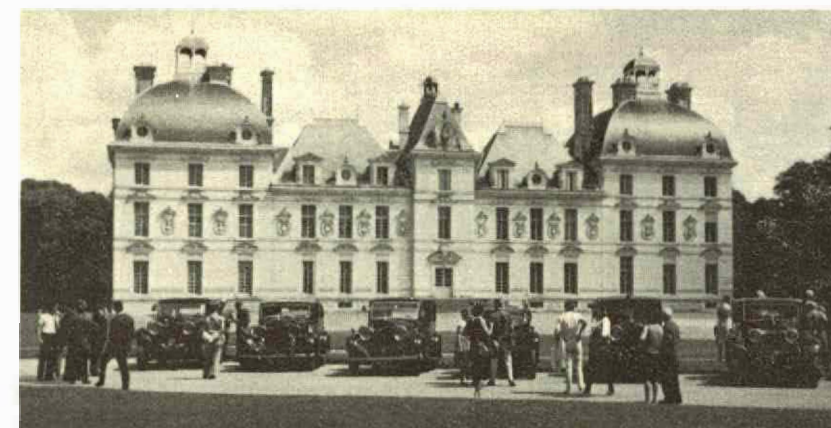
CHEVERNY



CHAMBORD

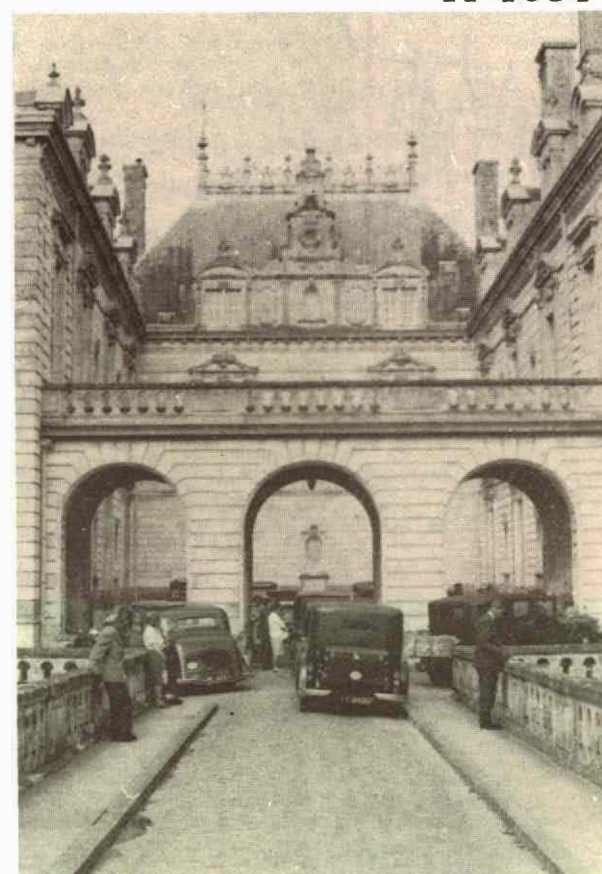


LE MANS

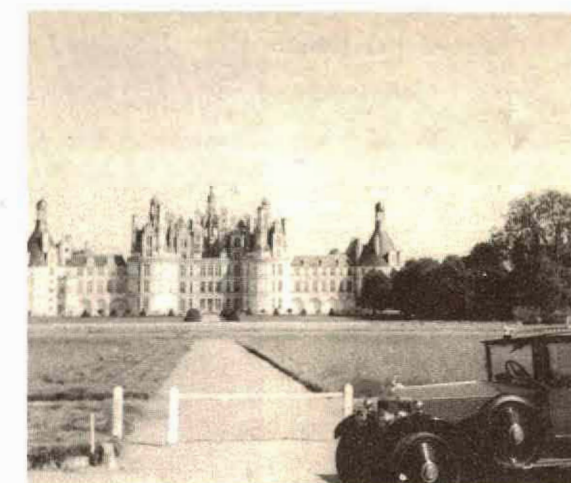


CHEVERNY

LE LUDE

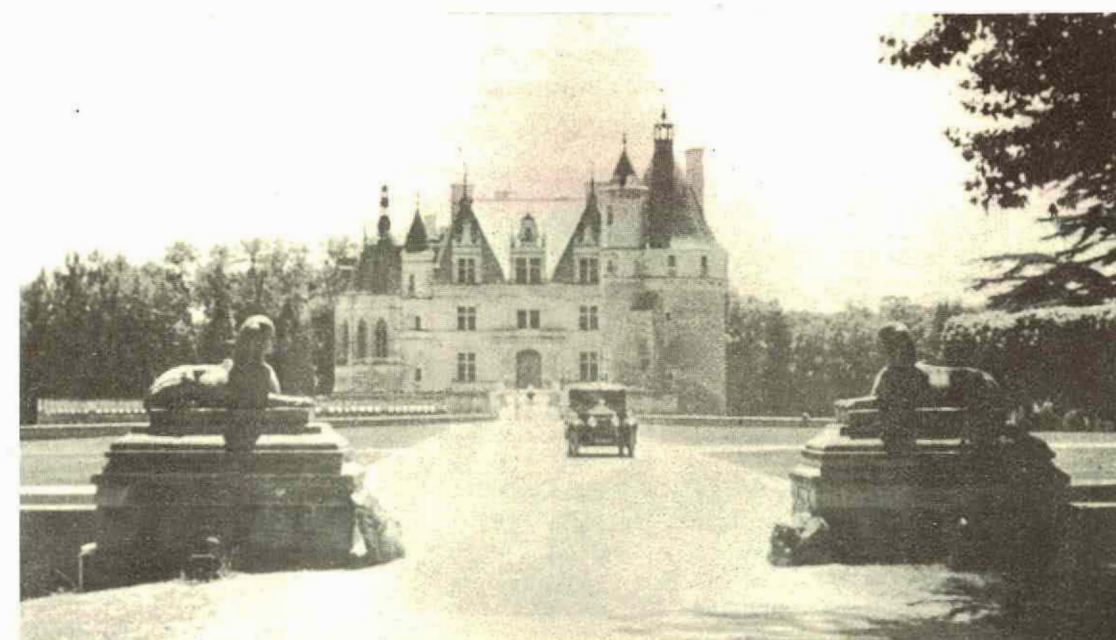


LE MANS



CHAMBORD

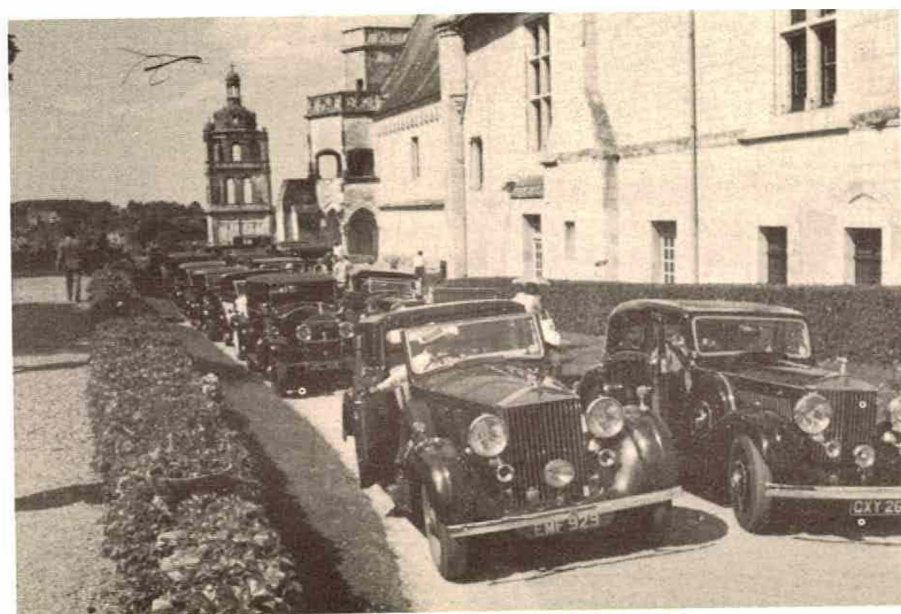
AZAY-LE-RIDEAU



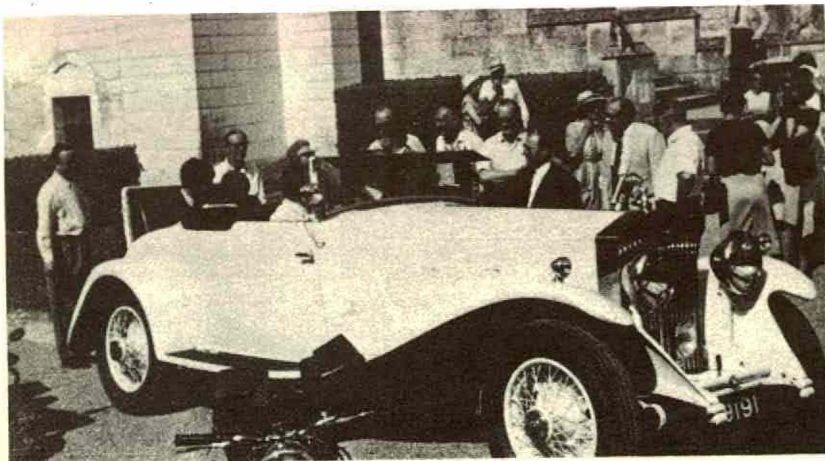
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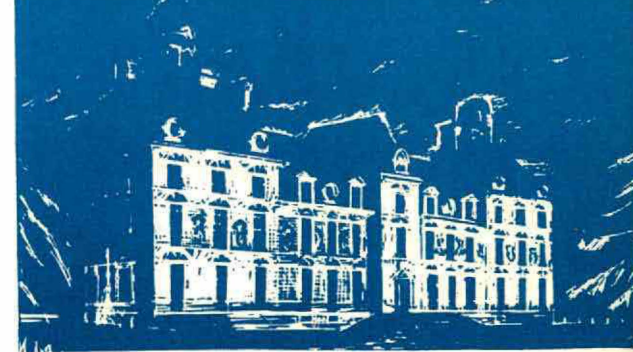
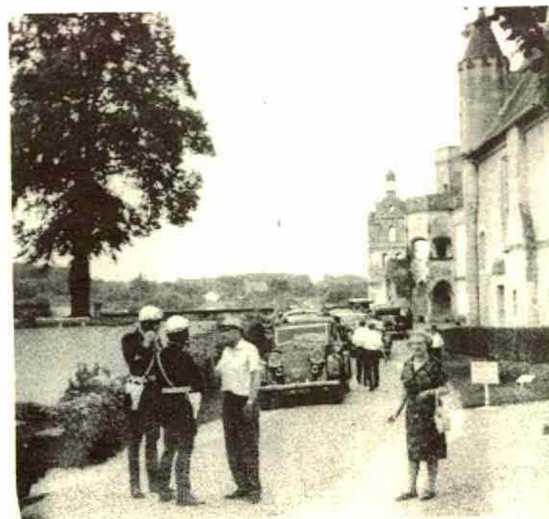
LOCHES



LOCHES



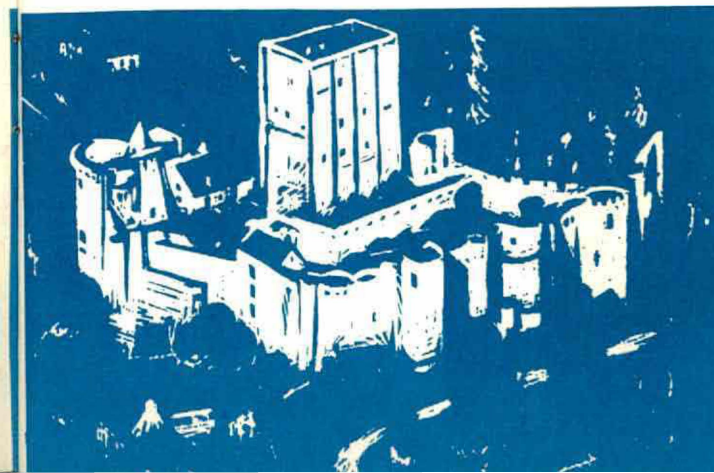
LOCHES



they were staying during the tour. As most of the chateaux to be visited were east of Tours, members at the Montrichard hotels were usually to have the least distance to go each day, but the member who stayed at a Tours hotel soon found other compensations.

On Tuesday June 7, Cheverny was visited in the morning and Chambord in the afternoon. Cheverny is a large building in the Louis XIII style containing much handsome furniture and tapestries, together with splendid painted decorations. The Marquis de Vibraye, whose family have possessed the chateau since the 14th century, still maintains a deerhound pack - which became somewhat restive as the morning wore on. Chambord is a complete contrast, being a royal chateau started by Francis I and completed by Louis XIV. Vast in size, the chateau is full of historical memories, such notabilities as Moliere and Marshal Saxe having worked and lived there.

Chenonceaux and Loches were the two chateau visits arranged for June 8. Built in the bed of the river Cher but joined to the left bank by a bridge on which a two-storey gallery had been built by Catherine de Medici, Chenonceaux is one of the most attractive of chateaux. Loches dates from the Middle Ages, and harbours many sinister memories of prisoners of former days, such as Ludovic Sforza. Before members toured the buildings, a reception took place in their honour by local and department officials at which welcoming speeches were made.

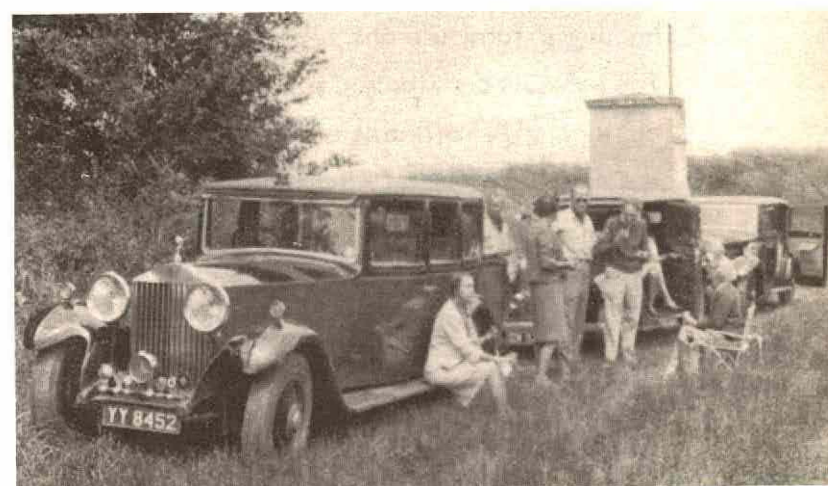




HOTEL PARKING

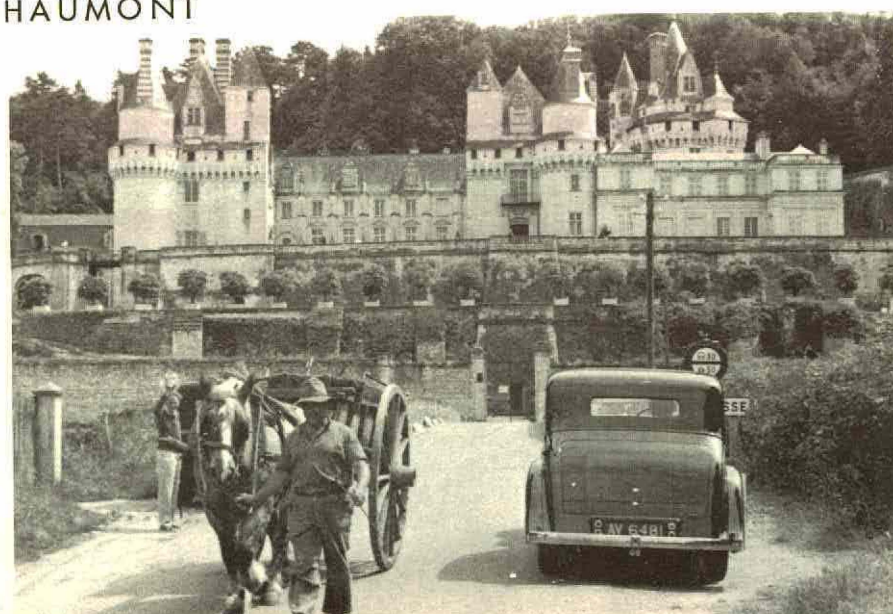


INTERESTED GENDARMES



MID-DAY PICNIC

CHAUMONT

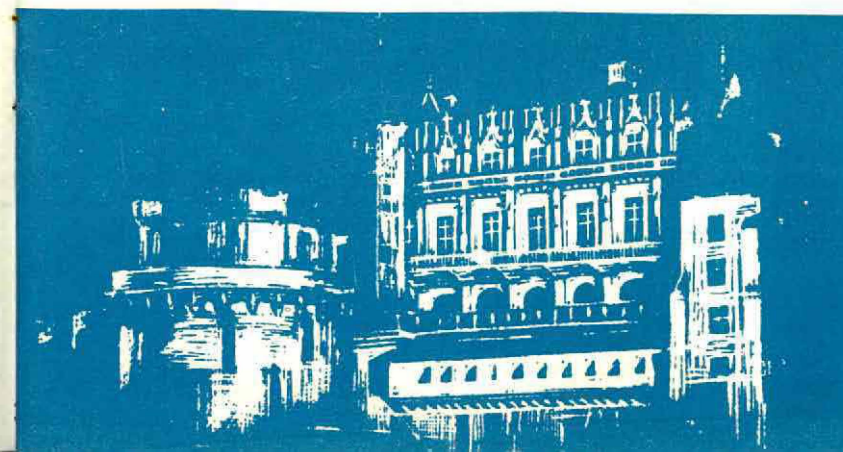


The next day had no organised visits, but a wine-tasting was held in the evening at Vouvray in caves cut into the nearby hillside. On Friday, Langeais was visited in the morning, a chateau particularly remarkable for its collection of Renaissance furniture and Flemish tapestries. In the afternoon, members toured Azay-le-Rideau, one of the most graceful buildings of the early Renaissance.

The last day of the tour saw a visit to Amboise, which overlooks the Loire and is associated with Charles VII, Louis XII and Francis I, but is also the burial place of Leonardo da Vinci, whose remains now lie in the Chapel of St Hubert. A farewell luncheon was then held at the Hostellerie du Chateau at Chaumont-sur-Loire, after which members regretfully dispersed.

Le long du coteau courbe et des nobles vallées
Les châteaux sont semés comme des reposoirs,
Et dans la majesté des matins et des soirs
La Loire et ses vassaux s'en vont par ces allées.
Cent vingt châteaux lui font une suite courtoise,
Plus nombreux, plus nerveux, plus fins que des palais.
Ils ont noms Valençay, Saint-Aignan et Langeais
Chenonceaux et Chambord, Azay, Le Lude, Amboise

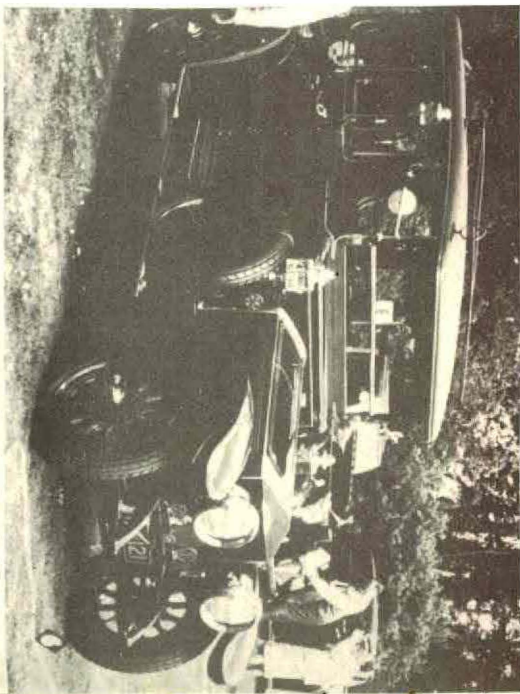
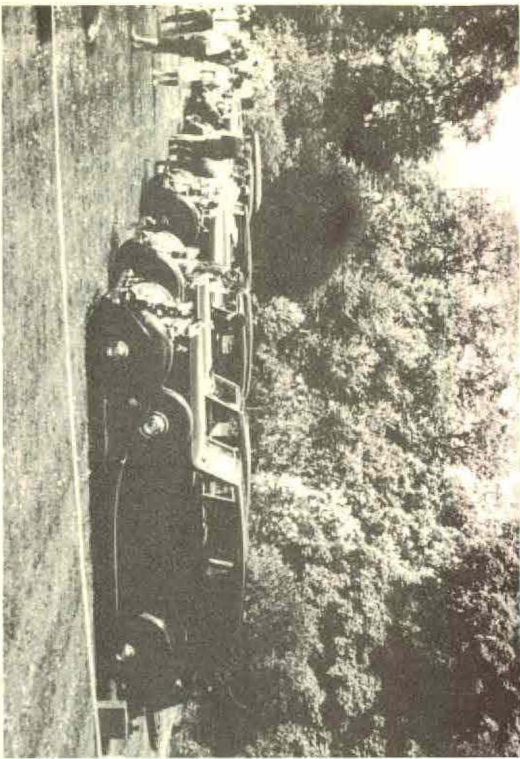
Charles Péguy



SAWSTON CONCOURS

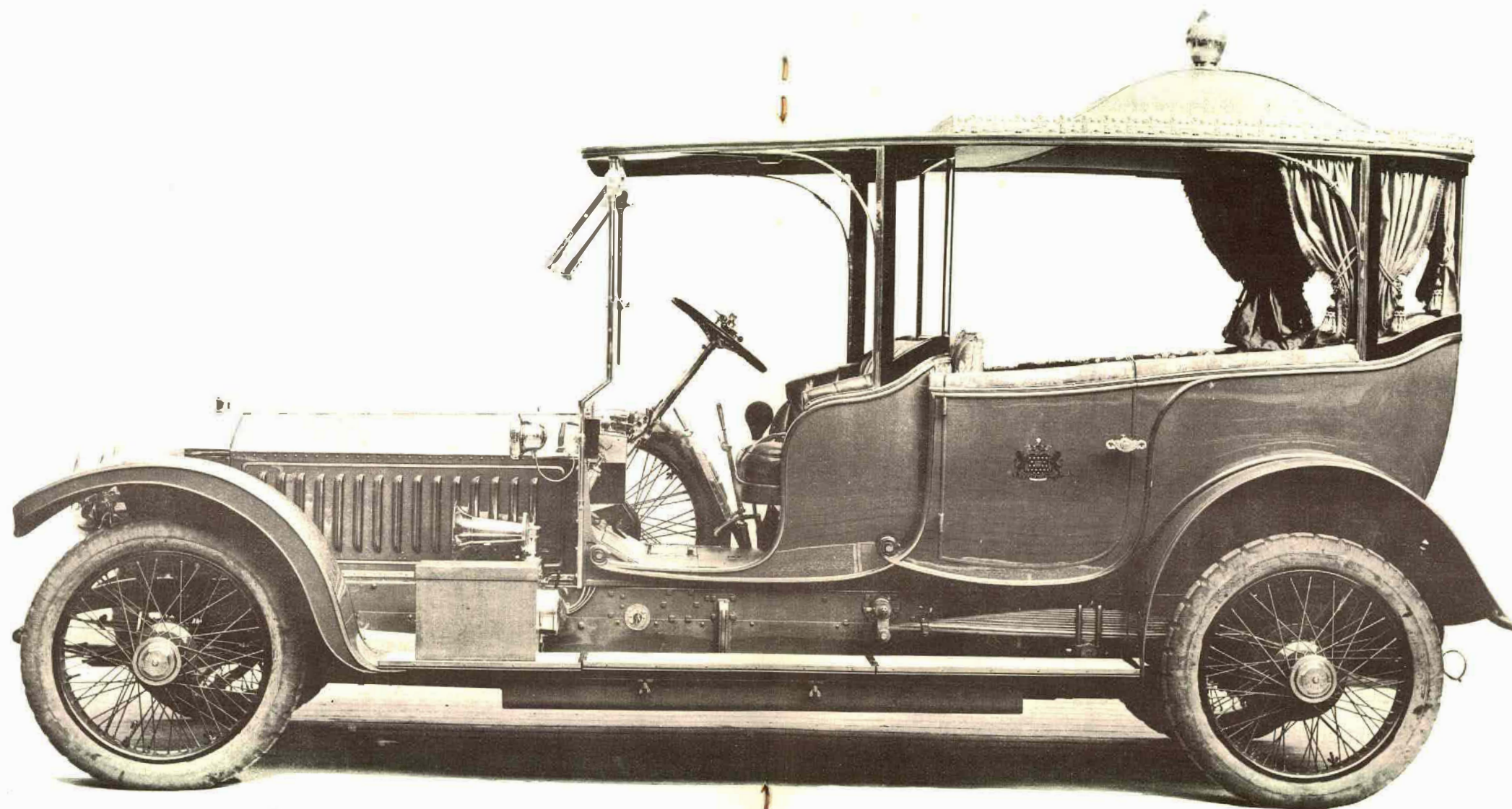
THE annual concours d'etat was held at Sawston Hall in Cambridgeshire on May 15 and for the first time included a championship class. This consisted of motor cars that had won prizes at any of the previous five concours and attracted four entries, while the entries in the other two classes, for large and small cars, were eight and nine respectively. The normal system of marking was followed, and the first in the three classes were M H Vivian's 20/25 GDP81, W A L Cook's PIII 3AZ68 and C J Curtis' 25/30 GUL49: other placings and detailed marks are given in the table opposite.

While the judging was taking place, many members took the opportunity of viewing the house, which has been in the same family for 400 years and contains much fine furniture, tapestries, pictures and family mementoes. The weather remained fine, adding to the attraction of the surroundings - the club seems to have been particularly favoured by the weather at most of its meetings this year as so often before.



OWNER	MODEL	YEAR	CHASSIS NO	EXTERIOR (100)	INTERIOR (100)	UNDER-BONNET (100)	CHASSIS (100)	ORIGIN-ALITY (150)	MECH-ANICAL (250)	TOTAL (800)
CHAMPION'S CLASS										
M H Vivian	20/25	1930	GDP81	86*	95	82	86	150+	250+	749*
J D Mackaness	20	1926	GMJ31	86*	100+	87*	85	140	250+	748
J Hamilton-Fish	20	1928	GWL32	83	100+	67	88*	125	245	708
F Hellings	20/25	1934	GLB28	64	94	81	75	150+	225	689
			Average	80+	97+	79+	84+	141	243+	721+
CLASS 1										
W A L Cook	PIII	1936	3AZ68	89+	100+	88	93+	150+	250+	770+
H Fergusson Wood	S G	1922	40UG	84	100+	91+	82	150+	235	742
W D N Berry	PII	1931	9GX	68	98	85	88	150+	242	731=
J A G Burchell	S G	1913	2297	80	99	85	86	145	236	731=
J G Hampton	S G	1925	120EU	79	100+	68	75	140	250+	712
J C Dymock-Maunsell	PI	1926	20TC	81	88	79	82	140	240	710
W F Watson	PII	1935	3TA	74	97	70	70	140	233	684
J W E Banks	S G	1922	34MG	74	95	46	70	120	205	610
			Average	79	97+	78	81	142	237	710
CLASS 2										
C J Curtis	25/30	1936	GUL49	83*	94	67	78	150+	245	717*
R D Dale	20/25	1935	GOH48	80	94	70	75	145	250+	714
A Heathcote	25/30	1938	GAR21	68	96	68	75	150+	243	700
I Munro	25/30	1936	GXM24	70	93	57	76	150+	250+	696
A L Banks	20/25	1930	GLR50	73	93	77*	63	150+	235	691
J I Yates	Wraith	1939	WRB45	68	98*	73	71	140	238	688
J C Dymock-Maunsell	20/25	1936	GBK56	80	93	62	76	145	230	686
S J Lovegrove	25/30	1937	GHO48	73	91	66	67	145	236	678
R M Harrison	20/25	1935	GAF81	73	87	73	89*	140	205	667
			Average	74	93	68	74	146+	237	693

* Best in class + Best of day



**PORTRAIT OF
2117**

1912 Silver Ghost, chassis no 2117.
Owner H E H The Nizam of Hyderabad.

A 20/25 IN FRANCE & SWITZERLAND - 1

IN 1965 we thought it would be a good idea to go and fetch one of our daughters from Adelboden, and take a holiday at the same time; so we saw that BAR 888 (Barbara to her friends) was well stocked up with oil, petrol and water, and left Hove shortly after 8 a m on 31 August for Lydd. This is a good way to cross the Channel: we were on the road in France soon after 11.30, having met on the plane a resident of Bexhill whose pleasing custom was, apparently, to pop over to Le Touquet to do her shopping - not, presumably, for reasons of economy.

For our first nights rest, we had booked at an hotel which turned out to supply bed (comfortable) and breakfast (good) only; so we dined well but very simply at a restaurant called L'Isle de France in the Rue Carnot. Soup, an omelette, a few peas, and an ice, with half a bottle of Beaujolais, came to about £4!

Sept 1. We moved off from Versailles shortly before 9 a m and, apart from missing our way at Le Petit Clamart owing to extensive road works and 'Deviations', soon got on to the Autoroute du Sud, which took us pretty quickly but rather tediously all the same (motorways are dull to drive on) to Fontainebleau. Thence we came by way of Sens, Auxerre and Saulieu to Chalon-sur-Saône, where we spent an extremely comfortable and quiet night in the Hotel Royal, hard by the river. The weather was poor: cool and cloudy as we left Versailles, and it got colder and rained harder as we went South. It also rained all night.

Sept 2. We left Chalon about 9.30 after a really excellent breakfast (for the prices they charged it ought to have been) in fairly heavy rain which got heavier as we went on. It stopped as we got to Bourg, so we did too, had some coffee, bought the makings of a picnic lunch, and moved on just as the rain began again.

We had not done more than about another 10 miles before the car began to show an ominous tendency to sway, so at Poncin we stopped to take in more petrol and have a look at the tyres. It was as I had feared: the nearside rear tyre was badly down and much too warm, so there was nothing for it but to change the wheel. The garage hand was willing enough but (as he had never handled a Rolls-Royce in his life) not of much practical use, and I had to do most of the work, so he was rather overpaid at Fcs 7.50. Still, we got the spare on, only to find that its case would not take in a new Dunlop; so that had to go in the car with the luggage and the Dunlop travelled nude.

For some reason, it had stopped raining while all this went on, and it did not start again till we had had lunch by the roadside in the Jura foothills and passed through Annecy (a nice place) on the last leg of our journey to Chamonix. When it did start, however, soon after we left the lake, it really gave its mind to it, and all the views we ought to have had of the Alps were obscured by cloud and rain, while the river, which the road repeatedly crossed and recrossed, looked more like coffee than anything. We finally got to Chamonix about 6 p m, signed in at the Hotel Les Gourmets, got the room we wanted instead of the one they offered us, and then set about finding a garage for Barbara. This took about an hour all told, but I was finally able to leave her under cover, with instructions to repair the puncture but not put the wheel back on the spare bracket. Having just fitted four new tyres, I wanted them all on the road wheels, so I would attend at 12 the next day and show them how to get the spare off again and put the repaired wheel back where it belonged.

A much-needed wash, change and a good dinner left us ready to put in a night's sleep in a room with a balcony over a rushing stream (a pleasant noise to go to sleep by) and overlooked, rather impressively, by Mont Blanc. Total mileage for the three days, 600. Total expenditure, terrifying. But we were there.

Sept 3. A rather mixed day. Having decided that, while in France we might as well not be too insular, but have our café complet sent up to be consumed in bed (presumably before we had washed or cleaned our teeth) we tried it and didn't think much of the idea. The French, despite their many amiable qualities, including much friendliness and helpfulness to the stranger, seem to have quite inordinately sensitive gullets; with the result that it seems nearly impossible to get a hot drink anywhere in France; and we do like our coffee hot.

The weather wasn't as good as all that, either: in fact, the nicest thing we could say about it was that it wasn't raining. Still, we put on the warmest clothes we had and strolled round for our first look at Chamonix. Nothing, of course, could spoil its surroundings, and it is still a charming and evidently prosperous town; but I remembered it as a village and it has grown up to town size on the tourist trade. Of course there is no reason why the Chamonisards should not make their living in any way they like, but this particular method seems to give towns a slightly predatory atmosphere, somehow.

A fairly extended mooch round the shops, a cup of passable coffee (tepid, curse them) and the purchase of a few postcards and stamps, brought us up to my appointment with the garage; and this provided a highly displeasing surprise. The inner tube, they said, was quite beyond repair, and there probably was not in all France another of that rather exotic size - 6.00 x 19. So there was nothing for it but to telephone to London for another: we were moving on into Switzerland on the 8th, so this was the only way to get a new tube out, and fitted, in the time.

I couldn't understand, however, why a brand new tube, fitted in a new cover less than 1,000 miles before, should have gone like that, so after lunch I went back to the garage and had another look, and found that in the absence of a fabric band between the tube and the wheel the rubber had chafed badly in several places and right through in two or three. Nothing seemed to be wrong with the wheel itself, but as I had had a complete set of new tubes and covers all fitted at the same time this meant a look at the rest of the wheels; no bands; so another telephone call to London for a full set.

At this point, it began to rain again, and determined reflections on the purity of the washed mountain air and the probably dubious ancestry of the man who fitted those tyres occupied most of what remained of the afternoon. Later on, it stopped raining and we found a place where we could get a decentish cup of tea - also a man with a really fascinating collection of semi-precious stones: zircons, chrysoprase, chalcedony, onyx, amethyst, garnet and aquamarine, lapis lazuli, malachite, topaz, rose quartz and turquoise, made an exquisite blaze; but nobody else seemed much interested.

Sept 4. Really rather a good day. To start with we had slept extraordinarily well, woke about 8.15 and found that after all a café complet made a very palatable substitute for toothpaste. Who cares about crumbs in the bed, anyway? Also the sun was shining and the view from our window in those conditions was quite superb.

A stroll in the pine forest (never far away in this valley) and a hot (!) cup of coffee, with a little shopping and ten minutes at our lapidary's window, filled the morning very agreeably, and after another good 5-course lunch (where do the French put it? We had to leave a lot of ours - heartbreaking. Still, better a broken heart than a ruptured stomach, I suppose), we gave our intake half an hour to settle and then took a rack-and-pinion railway train up to the Mer de Glace, a 4½-mile-long glacier near the head of the valley.

By far the best part of this trip was, not the glacier itself, but the journeys there and back. Slice it how you like, a lot of grubby ice is a lot of grubby ice, and there being 4½ miles of it doesn't make all that difference; but the changing views of the valley and snow-covered mountains, with occasional wisps of cloud against a brilliant blue sky, were really breathtaking.

Sept 5. It rained hard all day. We watched it.

Sept 6. It went on raining, but abated sufficiently for us to get out about 11 for a cup of coffee. It caught us on the way back, though. No sign of our spares, so I went round to the garage again and got them to patch up the offending tube as best they could. Luckily, the patron knew and had handled old Rolls-Royces and liked them, and by way of makeshift he had wound round the wheel considerable lengths of masking tape and then some insulating tape, so we now had a spare of sorts anyway.

Sept 7. A day of glorious sunshine - and I had to be ill! A morning in bed, no lunch, some tea about 4.30, and I was in fair shape again: strong enough at least to go round to the garage and check all the usual things against our departure for Switzerland next morning; oil, (none consumed so far apparently) water and petrol, the last brought up just enough to get us into Switzerland, where it is about half the price in France.

At 10.15 the first inner tube was located at the station. Whoopee!

T D H

(To be continued)

ACKNOWLEDGMENTS

PHOTOS - S J S Boord: 26 centre. F Hellings: 24 top, bottom right; 28 top left, centre, bottom. Miss M W Kelly: 41. J C Dymock-Maunsell: 25 bottom; 42. I Munro: 24 bottom left; 25 top; 26 top, bottom left. Rolls-Royce Ltd: Cover; 32/33. Mrs H Savage: 25 centre; 26 bottom right; 28 top right. J I Yates: 30.

THE DEVOTEE

(On being advised by his doctor to drive no more)

If I may no more take the wheel
Of the silent steed I love to feel
In my own forbidden hands,
'Tis not for me to sit and sigh
For all the happy hours gone by,
For if I never drive again
I can relieve the yearning pain
With dreams of driving still.

Time and again, I'll know the thrill
Of the great car lifting up the hill,
When my happy dream demands,
Then whisper swiftly o'er the plain
Or stately glide 'midst traffic main.
I'll see once more those wond'rous days
Of driving through the summer haze
To sleepy Sussex towns.

In quiet moments I may go
Across a hundred miles, or so,
Of Wessex' wond'rous lands.

I'll dream of all the cars I've known,
Of all the different traits they've shown
Beneath my most eager hands.
Then joyfully I'll take each one
Upon a short or distant run,
Ranging the roads of the south west,
Across the lands I love the best,
From Kent to Lyonesse.

I know my final choice will fall
On the Rolls, the finest of them all,
Noblest in all the lands.
Time and again in sheer delight
I'll feel the great car clear the height,
Go plunging down the valleys green
To streak across some silver stream
And wraith-like, flit away.

Her ways my heart with joy will fill
Whilst mem'ries crowd around me 'till
I live again.

Arthur McKinley

Note. - The member who expresses his feelings in this poem has asked that it should be published over a nom de plume. - Ed.

CLUB *NEWS*



OFFICERS AND COMMITTEE

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.

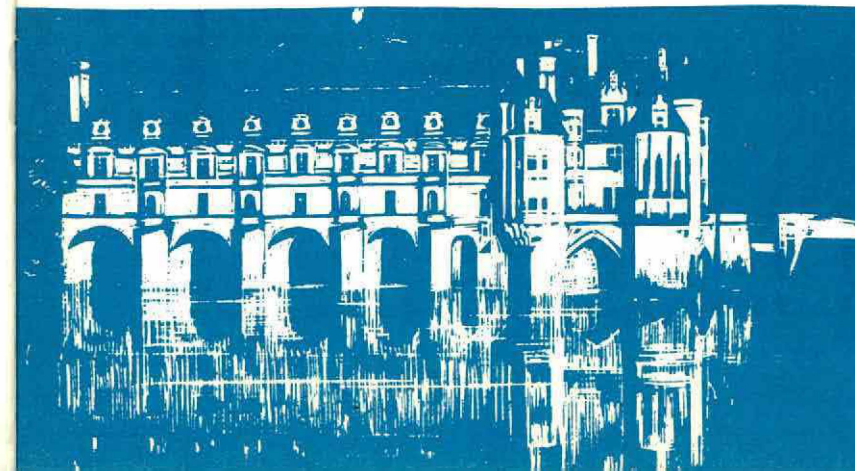
OTHER OFFICERS

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.



ANNUAL DINNER

OVER 130 members and friends attended the annual dinner-dance at the Hyde Park Hotel in London on 29 January; although the number was less than the previous year, it was a most enjoyable occasion, most ably organised by Bill Cook.

Apart from the five club trophies shining brightly on a table adjacent to the top table, very much in evidence was the full-size replica of the large bronze Spirit of Ecstasy; this replica had been presented to the club by Rolls-Royce Ltd that day.

After an excellent meal, the Loyal Toast was proposed by the President, Mr S E Sears. Subsequently the President in his address proposed the health of the guests, and this was replied to by the Guest of Honour for the evening, Mr John Smith, M P, Director of Rolls-Royce Ltd, who also described in amusing vein his experiences with his steam car on the Brighton Run; he proposed the health of the club. The reply for the club was made by the Chairman, Lt-Cdr J C Dymock-Maunsell, who produced a series of tales and anecdotes.

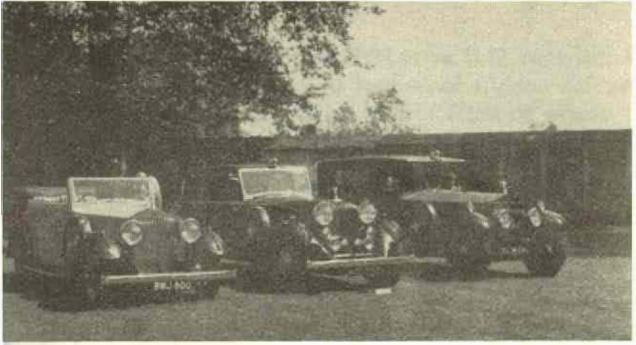
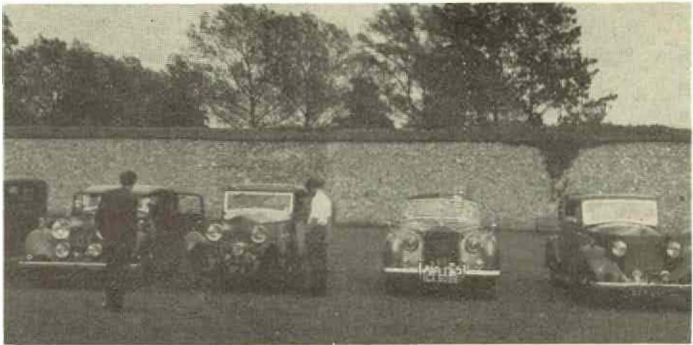
Mrs John Smith then graciously presented the annual trophies, and one of the miniature Spirit of Ecstasy ashtrays to Bill Cook for winning the Welsh tour competition. Before the presentation of the Harding-Rolls trophy, the chairman said: 'When the committee met last

September to make their recommendations on the award of the Harding-Rolls trophy, they unanimously decided they would like to see it given to the one man whose leadership and example has been an inspiration to the club since its inception. Somehow, I don't think he quite realises how much pleasure he has given to so many people on so many different occasions - our President, Stanley Sears.'

J C D-M

WEST COUNTRY LUNCHEON

AT THE end of a week of very "April" weather, with far more showers than shine and many of the showers exceptionally prolonged, 14 cars arrived at the Bell House at Sutton Benger on 23 April, a hostelry renowned for its cuisine and run by Mr and Mrs John Stratton on a basis of quiet, gracious comfort. (There are 10 bedrooms, of which 7 have private bathrooms, two bars and a dining-room which held our company of 44 without inconveniencing a dozen or so residents and others.) The weather was kind for our arrival, from all quarters, and the sun shone; the main park was denied to all cars other than ours, save for a 1904 Siddeley from Calne, belonging to a regular customer who expressed a desire to lunch at the Hotel that day (and he was only



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permitted after the courtesy of a 'phone call the night before to your organiser from Mr Stratton asking if he might be allowed to share 'our' park; needless to say, he was welcomed with open arms and what a lovely little motor-car 'The Green Goddess' is - superbly kept with its rear-mounted copper petrol tank beautifully polished and its lamps encased in Cellophane.) Lesser mortals such as Mr Stratton's own Jaguar and an S3 Bentley, which arrived unannounced, were firmly banished to some wilderness elsewhere on Mr Stratton's precise orders.

The press was much in evidence and, indeed, they were most helpful in the precise parking of our cars, to assist, inter alia, their photographers, and it could be that this publicity may help to redress the adverse balance caused by the omission of the Bell House 'phone number (Seagry 336) from the current directory - a matter which Mr Stratton has taken up with the P.M.G. without (can we wonder) much, if any, satisfaction!

The only known casualty was Clifford Meachen who was held up near Newbury with ignition trouble despite the good samaritan efforts of Harrison and Curtis who both, consequently, arrived a few minutes late for the theoretical deadline but have naturally been included in the list of attenders for the purpose of the Dymock-Maunsell Trophy. Cdr Freeman, with the Keelings as passengers, was not seen by your reporter who presents to them his apologies if, in fact, they were present.

The luncheon, to which we sat down at about 1.20 p.m., was superb. A special menu had been printed and is reproduced here. The 'Baked Ham Silver Ghost' is a speciality which can only be served to a party such as ours because it involves the cooking of a whole ham stuffed with cloves - in Guinness; it is then served with a sauce liberally laced with Port and Grand Marnier. The 'Filet de Boeuf Rolls-Royce', served with an almost equally exciting sauce, is on the regular à la carte menu for the unannounced visitor.

Alas, towards the end of luncheon, the rain returned and there was something of a flurry by the owners of open cars to 'spread their tents' and, no doubt many had

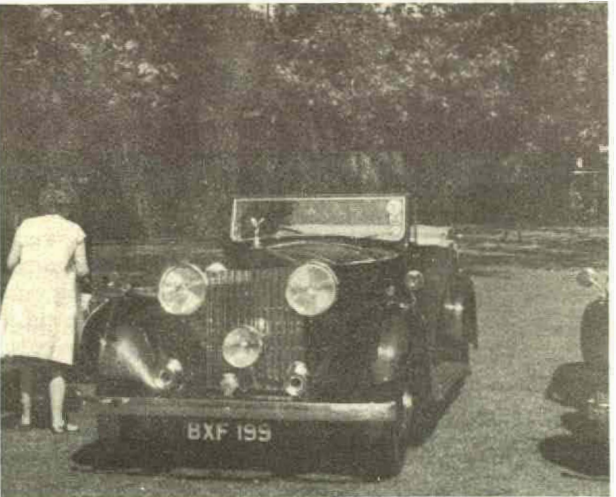
the job of cleaning up on their return home over dirty roads. But we cannot control the weather and, all in all, it was a most successful occasion, at which we nevertheless missed some of our 'regulars', most of whom had previously offered apologies and irrefutable excuses for absence. We hope to see them if there is a 'next time' at the Bell House and those of us who were there can recommend this venue, whether as a Club event or as a casual port of call en route elsewhere.

R B H

WINCHESTER COLLEGE VISIT

THIRTY-FIVE motor cars assembled in the early afternoon of 4 June in Meads, Winchester College, a delightful setting, and we were blessed with glorious weather. Eight of the cars belonged to our guests, the Rolls-Royce Enthusiasts' Club, including a delightful 1926, 20 Landulet by Hooper and Oliver Perks' most impressive 1925 Silver Ghost tourer, also

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Rolls - Royce '20 - Ghost' Club 23rd April, 1966	LUNCHEON Smoked Salmon Sedan or Consomme Cabriolet or Prawn Cocktail Limousine Filet de Boeuf Rolls-Royce or Baked Ham Silver Ghost Phantom Sauce Pommes Wraith Broccoli Park Ward Sherry Trifle Gurney Nutting or Fruit Salad Windower Assorted Cheeses Thrupp & Maberley Coffee and Friandises
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R-R E C 20 landaulet and S G tourer at Winchester.

by Hooper, and of the post-war cars Miss Kelly's 1961 Mulliner drophead Silver Cloud in 'sand' must be one of the most elegant and carefully kept of that series.

Of our own cars, the oldest, Bill Cook's 1912 Roi des Belges Silver Ghost, was the only pre-1914 car present and was the main centre of attraction for the boys; John Hampton's delightful 1925 Silver Ghost was even more impressive than previously now that the wheels have been painted light blue, the same as the body; and the many others included two P1's, three P11's, a P111, one Twenty, 10 20/25's, 6 25/30's and 2 Wraiths. The general standard of presentation of our motor cars was very high, but it cannot be denied that there were one or two which were scruffy. While individually a Rolls-Royce painted black can be very smart, collectively a greater number of cars painted in colour would be more impressive.

Before tea, parties of club members were taken sound the more interesting aspects of the college and shown the chapel and Earl Wavell's grave. A pleasant tea took place on 'Museum Steps' and some members had the privilege of meeting the Headmaster and his wife, Sir Desmond and Lady Lee.

At about 5 p.m., the motor cars started departing via the old wooden gate in the ancient wall of Meads near which generations of Wykehamists had played Wincoll football - departing to their destinations in Surrey, Kent, Somerset, Bristol and many to the Botley Grange Hotel, prior to crossing from Southampton for the start of the Chateaux tour.

This event once again proved, as many members remarked, that even with our most crowded roads in Southern England it is possible to get to one's destination, even in a traffic bottleneck like Winchester, without encountering much traffic, by careful planning of routes to and from an event so as to avoid the main holiday streams.

J C D-M

ANNUAL GENERAL MEETING

THE 16th annual general meeting of the club was held at the Eccleston Hotel in London on 18 May 1966, with Lt. Cdr. J. C. Dymock-Maunsell in the chair. Twenty-five members were present and apologies for absence were received from several others, including Mr S E Sears, Mrs W F Watson, Mrs S H Hallows, Mr and Mrs Price and Mr J P Smith. In his message, Mr Sears regretted his inability to be present but sent greetings and best wishes to all.

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 to members in advance of the meeting, as in the previous year. He added that a badge had recently been introduced for members to wear, and he hoped that members would purchase them and wear them, particularly at other clubs' meetings. Mr Watson congratulated the chairman on an excellent and concise report.

ACCOUNTS - The chairman pointed out that the favourable balance shown in the accounts for the year under review might not necessarily be repeated. There

had been a profit on the dinner dance, and a once-for-all distribution of the club's share of the balance resulting from the Goodwood event that had taken place in 1964. The approval and adoption of the accounts for the year ended 31 December 1965 was then proposed by Mr R W Bell, seconded by Mr F Hellings and carried unanimously.

ELECTION OF PATRON - The chairman then paid tribute to the services of Mr Sears to the club, and said that the club had been uniquely fortunate in having him as president for so many years. The supreme standard of presentation of his cars was imitated and attempts had been made to follow it throughout the world. While it was suggested that the club should elect Mr Sears as patron, it was felt that that name was not sufficient, so it was proposed by the chairman and seconded by Mr Watson that the title of 'Master' should be created for him. This proposal, which it was understood had been appreciatively received by Mr Sears, was carried with acclamation.

ELECTION OF VICE-PRESIDENT - As Mr A J Belsey's three-year term of office as vice-president had expired, his re-election for a further term was proposed by the chairman and seconded by Mr H B Poulter. Mr Belsey said that he was much honoured by his being kept associated with the club in this way: he regretted that he had attended few events recently, chiefly because his time had been given up to the completion of a Rolls-Royce engine boat.

ELECTION OF PRESIDENT - In proposing that Mr Watson should be elected president for the ensuing year, the chairman emphasised that he felt that no one was better qualified for the post. The motion was seconded by Mr Belsey and Mr Watson then returned thanks and promised to do his utmost for the club as president. He felt very honoured to take the place of Mr Sears, who had been a friend of his for 43 years.

ELECTION OF SECRETARY AND TREASURER - The chairman referred to the magnitude of the task of the secretary and treasurer, but was glad to be able to state that Mr Watson was prepared still to continue in that position. His reelection as hon secretary and treasurer was proposed by the chairman and seconded by Mr Poulter. Mr Bell paid tribute to Mr Watson's execution of his dual functions, and was sure that members would wish to help in every possible way.

ELECTION OF COMMITTEE MEMBERS - The chairman referred to the long service of Mr M H Vivian, who had been a member of the committee since 1954, and who had resigned owing to pressure of work. Unfortunately, he had not been able to attend so many events in the last year or so as he would have wished. As technical liaison officer and as registrar of Silver Ghosts, he had devoted a very great deal of his time to club affairs, and the club was extremely grateful for what he had done: the chairman expressed the hope that Mr Vivian would one

day be able to return to the committee. Mr J G Hampton had agreed to take on the task of technical liaison officer, and members were asked to advise him of firms of whose workmanship they had had experience - whether good, bad or indifferent. Mr W A L Cook and Lt Cdr Dymock-Maunsell had retired by rotation but, being eligible, had offered themselves for reelection. As no other nominations had been received, Mr Hampton proposed and Capt J E Castle seconded their reelection. The election of Capt R B Honnywill, who had recently been coopted to the committee, was proposed by Mr Hellings and seconded by Mrs I Munro.

APPOINTMENT OF AUDITORS - The chairman pointed out that the professional fees for the auditing of the accounts for the year under consideration amounted to £37, which was a large proportion of the club's revenue. He asked if the committee could investigate the possibility of internal audit, and wondered if any club member might be prepared to take on this task. After the hon treasurer had given details of past arrangements, Mr A N E McHaffie said that as a chartered accountant he would be very happy to carry out the necessary audit for a nominal fee (he explained that some fee was essential, since there would otherwise be no contractual relationship between auditor and club). Mr Bell proposed and Mr Cook seconded that this very generous offer should be accepted: the chairman then expressed his gratitude to Mr McHaffie for coming forward in this way.

ANY OTHER BUSINESS - Mr McHaffie mentioned that since he was retiring to Scotland and disposing of his P111, he might perhaps be no longer eligible for membership. He then referred to the club's Scottish tour in 1963 and said he would welcome helping in another tour. The chairman pointed out that the normal form was to continue as an associate member, if the member so desired and if the committee agreed.

Mr I Munro suggested that a tour of Ireland might be considered for 1967. The chairman drew attention to the arrangements that the club were already committed to in that year in consequence of the projected visit of a number of American-owned cars, and proposed that the suggestion should be left to the events committee for consideration.

As there was no further business, Mr Hellings proposed a vote of thanks to the chairman for his hard work for the club during the previous year and for his conduct of the evening's proceedings. The chairman then declared the meeting closed.

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

Members' Letters

FROM H. FERGUSSON WOOD

IN the last issue of the Record, some comments were made on the extent to which restoration of cars, rather than preservation, was justified, and the opinions of members were invited.

It would appear that the editor had in mind the 1911 Silver Ghost chassis no 1683 that was sold by auction at Sothebys last Autumn. As I was the one responsible for this overhaul – and I prefer that term to restoration or preservation – for the then owner, I feel that I would like to make comment because, unless one is aware of the state of the car when it came into my possession before this overhaul, it is wrong I think to make some of the comments that have been made.

If indeed we are talking about the same car, and I think we are, then it would be interesting perhaps to recall that the car spent most of its life in India. The original body fitted to this chassis when new was a Double Limousine, and it is believed that the body as I received it (which was a special body for the use of the Maharajah on ceremonial occasions) was mounted during or about 1929 in India, and at the same time wire wheels were fitted by Rolls-Royce of Bombay. It is also believed – but confirmation cannot be obtained – that this special body was not new but secondhand, taken off another car of another make.

Whereas mechanically the car was in extremely good condition, the mileage being exceptionally low – the car only being driven around the Palace Grounds on ceremonial occasions – the body, paintwork, upholstery and trimming were in an appalling state. The wings that were fitted were round and altogether quite out of keeping, to my mind, with the date of the chassis. Following consultation with the then owner, it was decided to make new wings of a type more appropriate to the period. The upholstery on this car was in a deplorable state, the leather literally perished through the atmospheric conditions of the country in which it had been used: so bad, in fact, that it had been covered with leatherette in a very crude way. The colour of the paintwork was green (the Maharajah's colours). The hood leather was dry and torn and it had to be replaced, likewise the head lining. Work on this was an absolute necessity.

The colour blue with red leather was chosen as it was felt that this looked the nicest having regard to the body style: in fact it was felt that it looked more regal than the colour light green which had previously been used. The running boards had to be replaced as they were rotten – naturally, new aluminium were fitted.

In fact, it was absolutely essential to do all these things. No one would consider driving such a delightful car around without doing this amount of overhauling, and as it happens the car has gone to America where, if I may say so, their standards as regards the finish of the body and chassis are greater than our own at Concours d'Elegance.

From a mechanical point of view, one must certainly do the necessary work to put it in a fit state, and I cannot see that you can possibly compare restoration of a car with a piece of furniture. A car is a mechanical device which, unlike a piece of furniture, does go on the public highway. Certainly, one wants to keep to originality and, save for the fitting of some very inconspicuous side lamps in the wings, this car was kept very original: in fact, on receipt here for overhaul, it was found to have been modified with out-of-keeping electric lamps. We went to the bother of obtaining acetylene and oil lamps of the correct chassis period.

The side lamps placed the way they were I looked upon as a desirable feature if one is going to use the car. I firmly believe the new owner is intending to use the car and not have it standing in a museum. If the car is to stand in a museum, then perhaps one would not do quite the same amount of work as was done on this car.

My own car, a 1921 Silver Ghost, has certainly been repainted and partly retrimmed – I could not have done anything else. The leather was hard and split. The paintwork was cracked, but the car was original in many aspects, and I was indeed fortunate in finding it after it had been in store at a furniture depository for 30 years. After such a time of storage uncared for, a considerable amount of work had to be done and I feel quite happy in my mind what has been done was desirable.

Admittedly on my car I have changed the wheels and tyres to 700 x 20. I have done that because I get a very much better ride. As I use my car to go long distances at fairly fast speeds I feel safer with this type of tyre and I can see nothing wrong with such a modification under the circumstances, nor would I condemn another car on such a basis if I was judge at some Concours.