

# THE 20-GHOST

Vol 10 No 1



# CLUB RECORD

1969



SNF 47—366,738 miles

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PRESIDENT'S MESSAGE

At the Annual General Meeting I was re-elected your President for another term. I thank you all and hope to lead the Club through another successful year.

We are very sorry that John Dymock-Maunsell has been forced through pressure of business to give up his Committee work. He has served since 1959 and as Chairman since 1963. We all thank him most sincerely for his work on our behalf and wish him much enjoyment of ordinary membership.

Now a word about the future of the Club. We of the Committee are delighted with the confidence placed in us to run the Club, which I think has been well done over the years. But there comes a time when change, always desirable, is essential. Such a time is with us now.

The Club has changed by the inclusion of the later models, a very necessary change if the Club is to continue as the main Rolls-Royce Club. Let me say now that the new members are as welcome as the old and we look forward to further expansion.

Whilst we are very appreciative of the fact that no nominations for the Committee have been made, we really do want them, especially young blood. So what about it?

Fred Watson.

COVER PICTURE: H. F. Fergusson-Wood's 1953 Silver Dawn (see Page 11)

Editorial Notes

Members who attended the meeting at Pond's Home for Spastics last summer will be interested to know that at least four 20-Ghost Club motor cars are expected to grace the wedding on April 5th of two plucky young people who are patients there.

The bride is Miss Pauline Hibbert, an attractive 22 year-old whose whole life is spent in a wheel chair. Her bridegroom will be 27 year-old Nigel Morrow, who has made quite a name as a footballer, and does a regular newspaper round.

It will be the first wedding in the Home's fourteen years of existence. The two first met six years ago when Pauline went to live at Ponds. Nigel, whose speech and hearing are impaired, had already been there for three years. They became engaged three years ago.

Pauline will be driven in a Club Rolls-Royce to the nearby All Saints Church at Seer Green, while other Club motor cars will take the bridesmaids and relatives.

After the marriage the two will continue to live at Ponds, where they will have a sitting-room and bedroom to themselves in a newly completed hostel specially designed for married spastics.

*The Hon. Secretary is having a great deal of additional work and the Club much extra expense which it can ill afford, in sending out reminders to the many members who, as we go to press at the end of February, have not paid their 1969 subscriptions, due on January 1st. Members are given three months grace, after which they forfeit their privileges (see Rule 9)—and yet a further month before being struck off. Why not help the Club and save yourself trouble by paying by Bankers Order? And don't forget that this will be your last magazine unless that subscription has been received by May 1st.*

We hope to publish our three issues yearly in the first week of April, August and December. The magazine takes about one month in actual production, including proof reading, make-up, block making and so on. Members who have urgent contributions, or want advertisements inserted, are therefore asked to let us have them by mid-February, mid-June, and mid-October.

There has been a virtually negligible response to our request for help in reviving the "Members and Their Cars" series, but anyone who feels that his motor car is worthy of inclusion might find it helpful to remember the above dates.

In the course of our correspondence with Cunard, about the trip to the U.S.A., the shipping company wrote to us: "You are probably not aware that the American Agricultural regulations insist that all automobiles before entry into that country have to have their undersides steam cleaned to remove all traces of earthen matter that might contain the boll weevil insect, and to this end we ask that cars be delivered to this office by noon on the day before sailing."

Not only American Agricultural Inspectors are interested in the earthen matter on undersides. Conscientious concours judges also are to be seen scratching around under our cars. I wonder if they have ever found any weevils? But then, of course, there never is any earthen matter to contain them, is there! Or is there? (See, also, "Watch Your Weight".).

*The Club will have a Spectator Car Park at the "End of Bentley 500" on June 15th, when the largest ever gathering of Bentleys is expected on the 50th anniversary of the formation of the Bentley Motor Company. Many members will probably be glad to be present on this unique occasion to pay tribute to the creator of this legendary breed, which for so many years proved invincible on the motor circuits of Europe.*

The two new features introduced in our last issue—Recommended Hotels and Sales & Wants—have hardly been resounding successes. Either there are no hotels in this country other than the four listed which are suitable for the reception of older Rolls-Royces, or members do not know of any, or members who do know of some have not felt moved to give us the details.

The original four hotels are again briefly listed elsewhere, but failing further personal contributions from members, the idea will be dropped.

The Sales & Wants have been almost equally disappointing, with just one item received. However, space will always be made available for those wishing to advertise their needs.

Does anyone know the whereabouts of Rolls-Royce Reg. No. EXT 200? This car (no other details available) won a Coupe du Casino de Juan Les Pins Concours d'elegance Trophy in 1938. The presenting Club has now disbanded, but they would like to present the trophies to the last owner. Anyone with any information should please contact Mr. J. Brown, Rolls-Dene, Moss Road, Askern, Doncaster.

In our next issue we start a fascinating new series entitled "F.E. Remembers . . .". In it Frank Evershed tells his own story of his forty years with Rolls-Royce from the time he joined as a Premium Apprentice on April 12th, 1926, to his retirement as Assistant General Sales Manager (Motor Car Division) on July 16th, 1966.

Ian and Melanie Munro,  
Calvert's Cross, Jordans, Bucks.

## Members write . . .

From Anthony Heathcote

What a wonderful suggestion from Phil Taylor to handicap the younger drivers in the Club's driving tests. May I add my own suggestions for consideration by our Committee. We already have a precedent in the rules for the Alpine Trophy. Drivers would be marked according to the following formula:—

Driver's age divided by their weight, multiplied by the number of years they have held a driving licence, multiplied by a factor of four for every inch their height exceeds six feet (and conversely of course).

This, I feel, would be eminently fair to all participants, and the fact that it might benefit your correspondent is purely coincidental.

As regards the suggestion made at the A.G.M. for a special class of membership for impecunious and slothful young owners of Rolls-Royces, it would seem that the ideas of our present permissive society are trying to infiltrate the Club. I, for one, hope not!

Finally, may I suggest through your columns that the Committee selects Norway for a tour next year. The scenery is wonderful, and different from anything the Club has done before.

*In an exclusive interview with a 20-Ghost Club Record reporter, Mrs. Dorothy Hellings declared "Come, come, come. If we are going to talk sociological jargon, one can reply that 'permissive' seems to have become an emotive word, to be used automatically of any attempt to encourage the young. The suggestion, for what it was worth, of a Probationary Membership, was intended to mean just what it said—a period of probation which would, and indeed must, have a time limit. During this period the young owner would be able to attend some—possibly not all—of our regular meetings, to see what sort of standard we set and to pick up hints and tips as to how to achieve it. The entrenched might of the 20-Ghost Club surely need not fear any rapid infiltration by long-haired part-owners of broken down P II hearses."*

From M. R. Neale

I was interested to see the notes by J.G.H. on a few Servicing suggestions for the Silver Ghost, particularly in regard to the Oil level and I certainly endorse these comments.

Members may, however, be interested in a way of overcoming this problem in a more positive manner. The dodge is to remove the Sump Tap and extend that part of it which is inside the Sump by 1in. This can easily be done by soldering a piece of 3/4in. copper pipe into the Tap. I have found this to be a very satisfactory means of gauging exactly the additional Oil in the Sump, which I have found it necessary to carry on several Silver Ghosts.

I was also interested to read the comments about Shock Absorber adjustment. Once again, this is one of the most vital points on this model and makes a tremendous difference, not only in the ride, but the steering and the whole feel of the Car. I find that on a Touring Car the settings should be 25 lbs. all round. It has always puzzled me why during 1914 and after Shock Absorbers were discontinued at the rear of the Silver Ghost. To my mind the very much heavier rear axle takes far more controlling than on the cars built up to 1912.

From John Fasal

I must say you and your husband are doing a fine job of work with the Record, and I feel guilty at not having contributed earlier. I have been on an 18-month world trip seeing hundreds of R-R's and their owners. This included 29,800 miles overland in the U.S.A., Canada and Mexico. Right around my native Australia, and over 10,000 miles throughout India.

At present I am preparing a book on the history of the 20 h.p. Till now I have searched out over 500 examples of this model, and no effort will be spared in presenting a magnificent work to cover this neglected model. It is still several years away.

At the end of January I plan to return to India for several months, and on my return I look forward to giving a detailed account with photos of the many cars seen.

# Annual General Meeting January 15th, 1969

## Lt.-Cdr. Dymock-Maunsell gives up the Chairmanship

Members who were unable to attend the Club's Annual General Meeting will learn with the greatest regret that John Dymock-Maunsell, the Chairman of the Club for the past nine years, announced that he was unable to offer himself for re-election. Pressure of work and other commitments, he said, had obliged him to take this step.

The President, Mr. W. F. Watson, expressed the deep regret of the Club at the loss of his staunch support, and said how much everyone would miss his untiring efforts and outstanding organising ability.

After the reading of apologies for absence and the passing of the minutes of the last A.G.M. and the Accounts, Mr. Watson was re-elected President, Hon. Secretary and Hon. Treasurer of the Club. Mr. W. A. L. Cook was re-elected to the Committee, and three new members, Mr. J. I. Yates and Mr. and Mrs. I. Munro, were then elected to the Committee.

Certain amendments to Rules 2 and 3 of the Club, to bring them more up to date, were then agreed, and a vote of thanks to the Hon. Auditor, Mr. McHaffie, was passed, together with a resolution that he be re-appointed for the ensuing year.

A lively debate then developed as a result of the alteration to Rule 2 of the Club. Mrs. Munro asked if the revised rule meant that younger owners would be encouraged by being accepted for membership with cars below the normal standard on the understanding that they would be bettered. Mrs. Hellings also emphasised the need to gain new young members, and suggested that it should be possible to introduce some kind of "Probationer Membership" whereby young owners could be helped to improve their motor cars so that they could reach the standards of full membership in due course. This proposal was not considered valid by the Chairman, Lt.-Cdr. Dymock-Maunsell, who asserted that any young man who could afford to purchase and maintain a modern sports car could equally well purchase and maintain a Rolls-Royce eligible for Club membership.

This was warmly challenged by Cdr. Keller and Mr. Fergusson-Wood, who pointed out that the price of spares was now "sky high", and that some further practical measures should be taken to encourage youth. Lt.-Cdr. Dymock-Maunsell said that the Fergusson-Wood Trophy had been presented with that object, and had been won this year by a 17 year-old member.

Mr. Ivan Yates maintained that cars must attain the Club standard for their owners to be eligible for membership. Major Heathcote declared that in no circumstances must the Club's standards be lowered, and Capt. Honnywill observed that there were always other Clubs for those who did not reach these standards.

The atmosphere was calmed by the intervention of the President, who suggested that all interested parties should be treated on their individual merits by the Committee, who would particularly keep in mind the necessity to attract young members and encourage them to reach the highest standards.

This concluded the discussion and the Chairman rose to make a few remarks on the occasion of his retirement. He was very grateful to all his colleagues for their help and there had been many who had put service before self. It was necessary to have two sides to play ball and a great deal of the credit must go to members and to the Committee. He read from a letter he had received from Mr. Plastow, Marketing Director, Motor Car Division of Rolls-Royce Ltd., expressing thanks for all the co-operation which Rolls-Royce had received from the Club and how good the cars were for the prestige of the Company. The Chairman pointed out that the Club is a voluntary organisation with the Committee spread over several counties, making the day to day running that much more difficult, yet members have always wanted to and have co-operated with the Committee, with Rolls-Royce, with the distributors and with other Clubs with whom we have exchanged members and events.

After the formal closure of the meeting, Mr. J. W. E. Banks asked leave and was granted permission to make a statement. This consisted of a strong criticism of the difficulty in obtaining spare parts from Rolls-Royce. He found himself, he said, shuttled from Crewe to Hythe Road and back again without obtaining any satisfaction, and he asked if no single person could be found who would take responsibility for members' requirements.

Lt.-Cdr. Dymock-Maunsell, replying, said that an inter-Club meeting with Rolls-Royce was being held shortly, when these problems would, he hoped, be ironed out.

Mrs. Munro, who followed Mr. Banks, complained about the new system by which Hythe Road can no longer supply spares direct to owners. This entailed ordering them through a main distributor, inevitably leading to perhaps serious delay. Moreover, if one's car was being attended to by a specialist concern which was not a main dealer, that concern now had to order any necessary spares through its nearest main dealer and could not obtain them direct, thus holding up work. She felt that this matter should be given urgent attention.

## The Annual Dinner, 1969

A jolly doorman inviting one to park right outside the hotel is a promising (and unusual) start to an evening. The nineteenth Annual Dinner held on January 25th at the Hyde Park Hotel sustained this note of geniality until well into January 26th. The table plan listed 112 members and guests. Although there were a few absentees—presumably victims of eastern viruses—the gathering seemed larger, with an encouragingly good proportion of younger people.

Fred and Joan Watson personally greeted all the members and guests. After the Loyal Toast, Fred read a message from the Master, Stanley Sears, expressing his regret that he could not be present. We drank the health of the man who was the prime mover behind the Club, and its President for so many years. A warm welcome was extended by the President to Fred Kelly of Rolls-Royce, and his wife, to Miss Overend our first member from the Republic of Ireland, to Mr. and Mrs. Ebbe Suenson from Copenhagen, and to Major-General Tower, Commandant of the R.M.A. Sandhurst, whose hospitality we have enjoyed so often for the annual driving tests. A reference to W. O. Bentley's 80th birthday brought a warm round of applause from the room, as did a tribute to all the work done by John Dymock-Maunsell in his years as Chairman of the Club.

Evelyn Mawer, the guest of honour, replied for the guests, in his role as President of the VCC, and drew laughter with a sly reference to Royal problems with a fallible Rolls-Royce.

Responding for the Club, John Dymock-Maunsell promised that as a speaker he would have the qualities of a Rolls-Royce: he would be inaudible, well-lubricated, and go on for ever. He kept none of these promises, but gave us instead some lively doggerel, and the good news that talks were going on between the five Rolls-Royce clubs and Rolls-Royce Ltd. as to how our needs can be met in the future. He also welcomed Dennis Miller-Williams, Public Relations Manager for Rolls-Royce, and his wife, and Wing-Commander Pennal, Commandant Engineering Wing R.A.F. Coltishall, who is responsible for the R.A.F. historic flight of Spitfires and Hurricanes.

Mr. Flather's suggestion that a telegram of greetings be sent to Stanley Sears was roundly seconded by the whole room. Mr. A. W. Kelly, Director of Rolls-Royce Ltd.,'s personal presentation to John Dymock-Maunsell from the Company was also enthusiastically applauded by everyone present.

To our regret, Mrs. Mawer was unable to attend to present the Club's trophies. This was undertaken by Joan Watson, with Captain Honnywill officiating. John Dymock-Maunsell collected both the Messervy Trophy and the Stanley Sears Trophy for overall marks in Club events. Fred Watson again collected the Dymock-Maunsell trophy for Rally attendance. Protesting vociferously, Frank and Dorothy Hellings were persuaded to accept the Harding-Rolls Trophy for having done the most for the Club in the previous year. Frank also took temporary possession of the Alpine Trophy on behalf of Tony Guerrero. (Tony's massive score included driving his Ghost from New York to California). Everyone was especially delighted that the Fergusson-Wood Trophy for new members went to young Nicholas Taylor. His spectacular performance at Sandhurst, first time out and driving a car twice his age, will not be easily forgotten. With all the Taylors now driving, there ought to be a special award for the best performance by a member of the Taylor family!

It would be hard to think of a better venue for the Club's dinner than the Hyde Park Hotel. Its Edwardian splendours are maintained as well as a Silver Ghost of the same era. It also lies only a stone's throw away from the Club's birthplace in Hyde Park, where Adrian Belsey, the Vice-President, and Peter Fawcett met in 1949 and set about its foundation. But should not the Club gather some time at the Midland Hotel in Manchester? After all, it was there that Rolls met Royce, and there isn't as much as a plaque on the wall to commemorate the fact.

P.H.

From

ELB 119

to



I bought my 1933 20/25 (GAW 22) from Weybridge Automobiles in February 1953. The original log book was not available so I was issued with a duplicate—and consequently no history.

The registration number was ELB 119 and this seemed appropriate as I remembered that the three letter marks were first seen about that time.

In the Spring of 1958 while preparing the car for forthcoming Club events I removed the carpets for cleaning and found a number—5644—neatly stamped on the floor-boards, front and back. I took this to be a body number and duly wrote to Thrupp and Maberly to ask if they could identify the body from this number. Although it was now 25 years since the body had been built by Thrupp I received an immediate reply from Mr. H. W. Light, Director and General Manager, and he gave me a number of interesting details about the body which he said had been built to the special order of Mr. N. C. Macnamara of 17 Berkeley Street, W.1.

However, the sentence which jumped out at me from the letter was—"the car was despatched from us in April 1933 (the month Royce died) and the registration number was RR 40." I leave members to judge my reaction to this final item of information!

I consulted a booklet on car registration index marks and noted that RR was Nottingham; I wrote to the Local Taxation Officer there on July 22nd 1958 and asked whether the registration RR 40 could be returned to my car. I had a reply on August 7th which was a model of brevity: "We regret that the number RR 40 is not available for re-issue"!

Ten years elapsed, and then in March 1968 I observed a growing interest—in a regular column of a reputable Sunday newspaper—in the buying and selling of early car registration numbers. This prompted me to write again to Nottingham, referring them to my letter of July 1958, and asking them to be more specific about my original number.

Nottingham replied that there was now some difficulty in tracing the number and could I assist by furnishing some more details of the car—a chassis number would help. I took a photostat copy of Thrupp's excellent letter which contained all necessary information and sent this off.

Three long weeks passed and then, on Holy Saturday, no less a day, I received the welcome news that "your application for reallocation of the Registered Number RR 40, to your car, has been considered and it has been agreed that in the special circumstances your request may be complied with upon payment of the Min. of Transport's fee of £5."

I was directed to apply to my own County Council for the transfer procedure and when I wrote to Winchester the Taxation Officer was most co-operative. In reply to several queries of mine he sent me the original log book which I photographed, in close-up, and returned. I had one final query which I addressed to Winchester: "it seems to me that, even for 1933, RR 40 appears to be an early number".

Their reply confirmed this. RR 40 was first issued in February 1930 to Macnamara for a Rolls-Royce car (model not stated); in 1933 Macnamara sold this car and transferred the number to his new car which is now in my possession.

The original log book shows me that RR 40 was removed from my car in the dark days of 1941 and replaced with the number ELB 119. This was done while the car was, for nearly two years, in the hands of Rootes in Piccadilly; at the same time the car's colour was changed from grey to black and the upholstery from blue to beige.

I have since shown the car to the second owner, Mr. Albin, who tells me he bought the car in 1941, for £395, but knew nothing of the sweeping changes that had been made to the car before he saw it in the Piccadilly showroom and bought it.

As a footnote I must just add that three months after my old number had been re-issued to me, for £5, I read in the national press that Reg. No. RR 1 had been bought for £3,300!!

G.B.L.B.

\* \* \* \*

## Rolls-Royce Spare Parts

### Company's statement of policy

#### Five years' estimate of needs

At a meeting held at Rolls-Royce Ltd., Conduit Street, on January 23rd, when representatives of the Company and Rolls-Royce and Bentley Clubs attended, Mr. Craig, Servicing Director of Rolls-Royce Motor Car Division, stated that the Company's policy was to continue the manufacture of spares for pre-war models, so long as there was demand, at a cost that was economical to the Company. He also stated that the Company intends to preserve all existing records on micro-film and continue to make available technical information to the best of its ability. He said, however, that during the war, a considerable amount of pre-war drawings were damaged or lost.

The representatives of the Rolls-Royce and Bentley Clubs agreed to approach their members to ascertain their requirements now and an estimate of what they think they might require in the next five years. A form is enclosed to be filled in and dispatched, so please give your guestimate and send it off by April 30th. It in no way commits members to effecting a purchase. Nil returns would also be appreciated.

At present the value of pre-war spares is substantial, and in 1968 a very significant amount was sold by the Company. Whilst over-the-counter service cannot be expected on pre-war spares, provided demand from owners is specific and rational, there is no reason why, as at present foreseen, spares should not be provided indefinitely.

However, it should be explained that so often failure to provide the correct part is due to lack of communication or to incorrectly placing the demand. For instance, an owner may have asked Hythe Road, "Have you a . . . ?" and got the reply "No". The owner never asked how could he get one, or what was the cost or when could he expect to get one. It must be remembered that from the time the Company puts on order a batch of spares until they are ready is six to nine months. So obviously it is going to be easier for the Company if they can collate world-wide requirements and cheaper for members also.

As can be seen from the enclosed form, members should state what they want now, and what they anticipate needing, and if in fear of the cost, should put "subject to cost" alongside. Don't forget to put down any items you need such as mascots, which can be provided in stainless steel in any size. If you have put in a form via another Club organisation, please do not duplicate with the one from the 20-Ghost Club.

Until an alternative procedure is introduced, the actual method of ordering spares should be via your local Rolls-Royce dealers.

J.C.D-M.

## Looking Back

### PART II

## KENSINGTON GARDENS

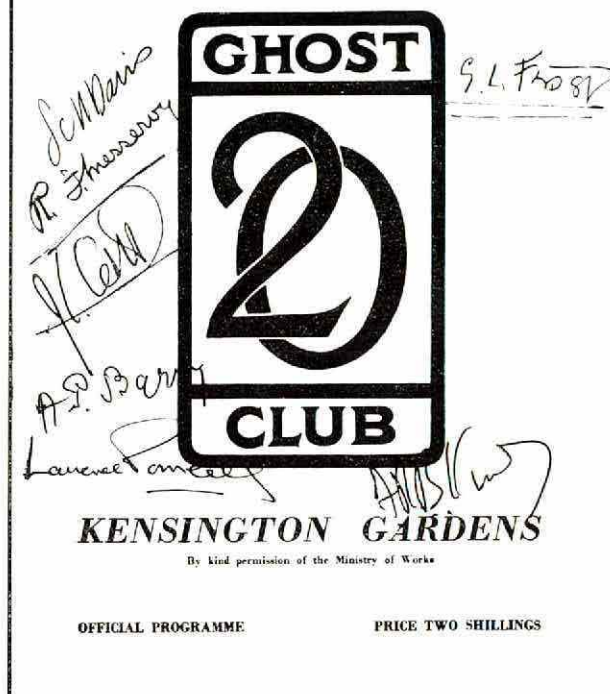
1953-54

It is now an historical fact that Sunday, July 19th, 1953, was a fine day. For some time previously there had been a little discreet publicity in suitable magazines and some members had been slipping entry forms into suitable Rolls-Royces seen parked in London and at that time there were quite a few. The entry forms said, bravely, "20-Ghost Club CORONATION RALLY KENSINGTON GARDENS. It is intended to show a complete history of the Rolls-Royce car from 1905-1953". And there is no doubt that the hopes of the organisers, in particular George Frost, clerk of the course, John Castle, chief marshal, and Frank King, assistant course marshal, were realised in full. And because it was a sunny day it was a glorious spectacle, that attracted lots of spectators, sparked off new friendships, kindled enthusiasm and showed what the Club could really do.

At the Hyde Park end were the special exhibits: two 2-cylinder cars, the Sears 1905 20 h.p. having its first season out with body-work finished and varnish glistening, and Silver Ghost herself. In class I (Silver Ghost closed) there were five entries: beside the limousines of Stanley Sears and Fred Watson (which were placed first and second) were Adrian Garrett's 1907 car (now in Australia), Mrs. Rosewell's 1913 landaulet (now owned by John Burchell) and Dr. Keidan's 1914 coupé. Class II was for open Silver Ghost and Phantom I's and there were ten entries. Fred Watson's 1913 Alpine Trial car was having its first season out with the rear half of the body finished but had to be content with third place, the Sears Alpine and R. C. J. Hardy's tourer (now in the U.S.A.) coming first and second. John Bolster and Lord Bruce brought their 1911 tourers, Dr. Williamson his 1914 (now in Milan) and Dr. Taylor his London to Edinburgh (now owned by the Neales). S. B. Sellick's 1922 Hooper tourer was the car now owned by Bill Banks. The class for closed Phantom I's was dominated by Sear's coupé de ville just refinished with basketwork replacing plain black, and its petit point was much admired. But others present included an elegant Hooper sedanca (Jeremy Bacon) and a fine Weymann saloon (Edward Mills), while Douglas Fitzpatrick brought his unique, supercharged special (later consumed by fire).

There were nine P II's on view and the author's heart was quickly lost to the grey Barker Continental drophead of 1930 entered by J. W. Neale. The judges' eyes were also clearly caught and it took first place in its class. The Phantom III was then a relatively very valuable model and the entries were predictably well presented, but surprisingly the winner of the class was Raymond Way's sedanca despite such competitors as Stanley Sears and Bill Cook.

## CORONATION RALLY · 1953



In class VI, 20 h.p. closed, condition was rather more varied, but some very attractive small coupés were present, of which G. P. Easten's 1928 was in outstanding condition and won the class. Saloons proper included Hugh Keller's evergreen 1929 James Young Weymann and an H. J. Mulliner Weymann of the same year brought by Tony Hartridge. The latter captivated your susceptible author, but he was not able to gain possession of it for another five years. All the small horsepower open cars were grouped together, the class being won by Michael Vivian whose 20/25 was making a worthy debut next in line to Richard Barton's 1927 Windover coupé and the peacock-blue Hooper tourer brought by the author. Amongst the 20/25 and 25/30 h.p. closed, Fergusson Wood's 1930 limousine appeared unique in possessing a blue radiator badge. The green Gurney Nutting sedan coupé brought by Ian Warwick seemed outstanding, as did Nickless' brown 1934 Freestone and Webb, but the class was taken by Shelvoke's 1938 limousine. Mrs. Saunt's brand-new Hooper limousine led the post-war class.

The cars sparkled in the afternoon sunlight and the programmes were quickly sold out. Tea was taken at the Kensington Palace Hotel, where the prizes were presented, including a pair of crystal decanters originally won in the 1913 Alpine Trial and donated by Rolls-Royce Ltd., and everyone retired home feeling that the hours of polishing had been worth while. The membership was certainly boosted by the event, but more than that, it seemed that the Club had expressed itself in a very definite style and provided itself a model for the future.

A year later we were at Kensington Gardens once more to celebrate the Golden Jubilee of Rolls-Royce Ltd. Again a fine entry; again an excellent programme embellished with delightful drawings by Jack Frost. But this time a continuous downpour of rain from leaden skies; a few spectators crouched under umbrellas; and a large pile of unsold programmes. (They are still available from the Hon. Librarian at the original price—2/-). The judges paddled around the cars and as each bonnet was raised so a shower of water fell upon the polished metal within. While many entries were the same as the year before, new entrants included M. R. Neale (1910 Pullman limousine by Fuller of Bath), John Hampton (1925 S. G. Barker tourer), and John Dymock-Maunsell (Phantom I). It was something of a relief to retire indoors for tea and the prize-giving.

The Club wisely decided that two important Concours in a row was enough and no such event was planned for 1955. But there was no doubt that the Kensington Gardens events made a point and were indeed a landmark in the history of the Club.

R.O.B.

(to be continued)

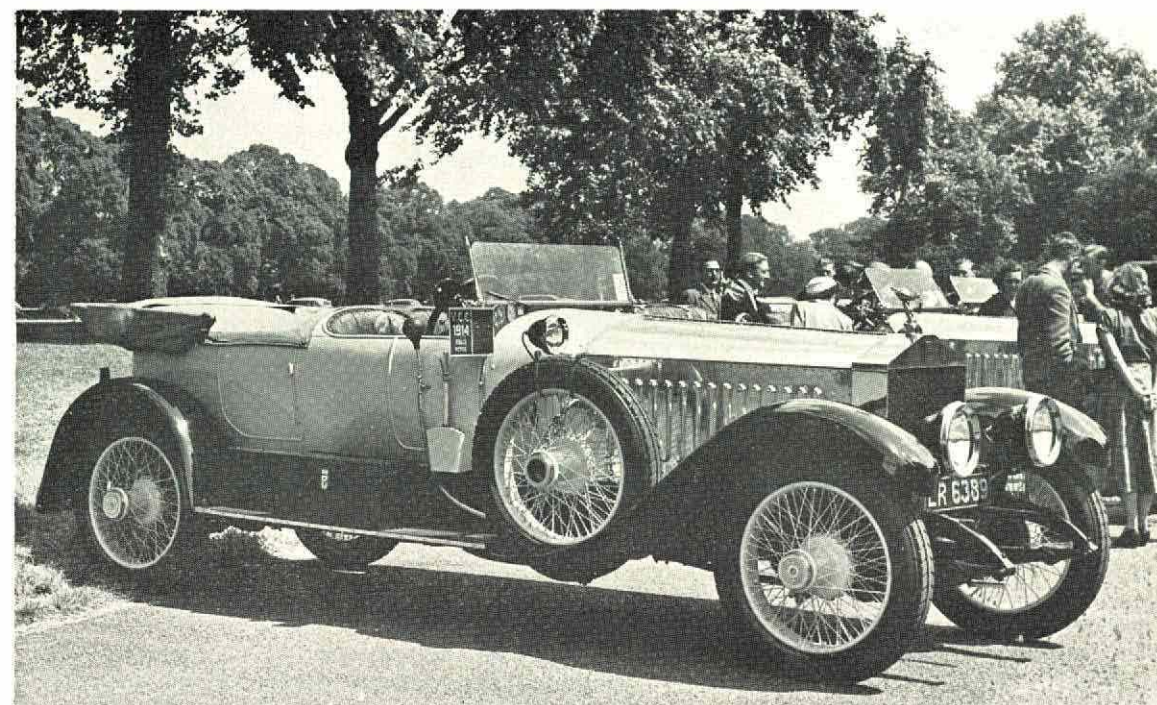
Reproduced (exactly) from THE TIMES of February 20th, 1950:

## PRESERVING THE EARLY ROLLS-ROYCE

FROM OUR MOTORING CORRESPONDENT

The high regard in which the earlier Rolls-Royce cars are held by many motorists resulted in the formation of the Twenty Ghost Club at a dinner in London on Saturday. The club has been formed with the object of preserving the remaining specimens of these cars, especially the Silver Ghost and the Twenty. It is proposed that its members should forgather twice a year, at a dinner in the winter and a rally in the summer. Membership of the club will be by invitation.

Mr. Edgar Sears, who is probably the greatest living authority on the earlier Rolls-Royce cars—he has more than a dozen in his collection at Bolney—was elected president. Mr. Adrian Delsey, who has been primarily responsible for organizing the club, is the chairman.



Kensington Gardens—dry. R. C. J. Hardy's 1914 tourer (body by Bridgewater Motor Co.)

Photograph by courtesy of M. H. Vivian.



Kensington Gardens—wet. Judges Kent Karslake and Lawrence Pomeroy with Lord Bruce and his 1911 tourer (body by Robertson of Glasgow).

Photograph by R. O. Barnard

## ALPINE TROPHY 1968

| Name                  | Model | Year | Mileage | Age | Allowance |         |
|-----------------------|-------|------|---------|-----|-----------|---------|
|                       |       |      |         |     | Model     | Total   |
| A. P. Guerrero        | S.G.  | 1911 | 3,768   | 56  | 4         | 844,032 |
| J. E. Castle          | 20    | 1926 | 5,838   | 41  | 2         | 478,716 |
| R. C. Williams        | 20/25 | 1933 | 7,012   | 34  | 2         | 476,816 |
| L. Taylor             | PI    | 1927 | 3,228   | 40  | 3         | 387,360 |
| W. F. Watson          | PII   | 1935 | 3,538   | 32  | 3         | 339,648 |
| W. D. N. Berry        | PII   | 1931 | 2,982   | 36  | 3         | 322,056 |
| J. G. Hampton         | S.G.  | 1925 | 1,907   | 42  | 4         | 320,376 |
| J. C. Dymock-Maunsell | PI    | 1926 | 2,604   | 41  | 3         | 320,292 |
| W. A. L. Cook         | S.G.  | 1912 | 1,446   | 55  | 4         | 318,120 |
| C. J. Curtis          | 25/30 | 1936 | 4,256   | 31  | 2         | 263,872 |
| R. B. Honnywill       | PIII  | 1936 | 2,795   | 31  | 3         | 259,935 |
| P. Taylor             | 20    | 1927 | 3,184   | 40  | 2         | 254,720 |
| W. F. Watson          | S.G.  | 1913 | 1,076   | 54  | 4         | 232,416 |
| M. W. V. N. Smith     | 20/25 | 1935 | 3,344   | 32  | 2         | 214,016 |
| S. J. S. Boord        | 20/25 | 1933 | 2,972   | 34  | 2         | 202,096 |
| I. Munro              | 25/30 | 1936 | 2,666   | 31  | 2         | 165,292 |

First 16 places only.

For the first time in the history of the Club, the Alpine Trophy has been won by a Silver Ghost, and for the first time by an American member.

Tony Guerrero, winner of the 1968 Trophy, will be remembered by many Club members as the energetic and enterprising leader of the American party which toured this country in 1966, following the Goodwood Pageant.

He is Technical Vice-President of the R.R.O.C., and the chief organiser of the American end of this year's tour for our members in the States.

Tony accomplished his feat by driving his 1911 Silver Ghost "Spooky" from New York to California. "Spooky" is pictured below at the Golden Gate Bridge in California.



## The Rolls-Royce Silver Dawn

The Co-Editors have asked me to write an article on the Silver Dawn. Let me say that I am no literary man, therefore what I have to say may not be in the most descriptive manner. I am, however, an enthusiast of the Silver Dawn.

Most of us who have watched the evolution of the various Rolls-Royce chassis types coupled with the coachbuilders' art in designing the various bodies to suit these chassis will agree, I do not doubt, that the proportions of the Silver Dawn are superlative. In my mind the scaling of the radiator makes this model the most pleasing in the entire range of Rolls-Royce cars.

Having been associated one way and another with Rolls-Royce car production and repair for many years, I have seen and worked on all models from the Silver Ghost to the Silver Shadow and at the time the Silver Dawn was introduced in 1949 I decided that one day when the price range made it possible I would buy one. Nineteen years later I acquired one—to be precise chassis No. SNF 47, itself quite an interesting car as it was "Road Tested" and reported on by "The Motor" in 1954 and remained in the ownership of Rolls-Royce since new, with the exception of a short period of time in 1955 when it was registered in the name of the late Sir Fredrick Handley Page, C.B.E., himself one time Master of the Coachmakers and Coach Harness Makers Company.

Before referring to this particular car I would like to generalise and let it be known that there were comparatively few Silver Dawns produced—nine series in all ranging in date from April 1949 to April 1955 covering some 760 cars. Because of this comparatively small number and the fact that it is now thirteen years since the last one was produced, it is logical that it is not so easy to find a good specimen. There are those like myself who look upon the Dawn as a very pleasing car; pleasing not only in appearance but as an earlier writer recalled "a fast and stimulating car for a stimulating driver, perhaps more than any other model Rolls-Royce a car best suited for the owner driver". The above facts being so, those cars that do come on the market now maintain in comparison a higher price than that demanded of their Bentley counterparts.

It will be appreciated that during the five years that the marque was made variations to the specification took place. The Silver Dawn first made its debut with a 4.257 c.c. engine and 6.4:1 compression ratio. This 4½ litre engine was fitted with what is known as a bypass oil filter. This chassis series with a standard steel saloon body has an overall length of 16 feet when fitted with a Wilmot Breedon bumper and 16ft. 4½in. when fitted with a Pyrene bumper. The maximum width overall, that is when fitted with rear wing cover panels, is 5ft. 11in. I quote these dimensions so that anyone considering buying one will not get misled if their garage space is close to the figures given.

The approximate weight of the early series "A to D" is Kerbside 4,235 lb. (R.H.D.). (Kerbside weight being complete with accessories, 18 gallons petrol, oil, water etc. but no passengers). These earlier series were fitted with synchromesh gearbox and what is commonly referred to as a small boot body. Left hand drive versions for export with this synchromesh gearbox had a column gear change mechanism (rare to find one in this country unless re-imported). Later (C series) the engine capacity was increased to 4.566 c.c. and with it was incorporated full flow oil filtration, the compression ratio remaining at 6.4:1. In the E series of cars the automatic gearbox, that is 1952/3 period, became optional and then standardized in the F series 1953/4. F series not only had the automatic gearbox standard but also saw the introduction of the welded chassis frame and the incorporation of a 6.75:1 compression ratio head.

At the time of the introduction of the E series when the automatic gearbox became optional the big boot Dawn made its appearance. This model had an overall length 16ft. 7½in. with the Wilmot Breedon bumper, 16ft. 11½in. with the Pyrene type bumper, with variations on export cars and special coachbuilt versions. The weight Kerbside (R.H.D.) was quoted as 4,220 lb. with standard transmission or 4,325 lb. Kerbside with automatic transmission. H series (1954) is noteworthy as being the time the twin exhaust system came in and the 12/41 rear axle was made standard on all cars. It will be observed also that the Bentley type layout of instruments was introduced. These are the principal variations which can perhaps be described as dating features, and therefore price factors when one comes to buy a second-hand Dawn.

Chassis No. SNF 47, or in this particular case better known by the Registration No. RTU 272, was first put on the road on the 14th September 1953, and at the time I purchased it a few weeks ago the mileage was said to be 366,738, which averages over 24,000 miles per annum, a figure in

excess of most British motorists—but not a surprising mileage considering the fact that whilst in the possession of Rolls-Royce Ltd. the car was used as a loan car. Its condition having regard to its age and overall mileage is good, but then it has been maintained by Rolls-Royce, Hythe Road. On the other hand it has not been used by one driver only but by all and sundry and in all sorts of conditions, so its present state speaks well for its design, craftsmanship and servicing. From what I know of its service history, pistons and rings seem to have come in for quite a lot of attention and the automatic gearbox has had its fair share of overhaul work. The expense of replacement silencers also stands high on the list.

In general the car functions quite satisfactorily as will be seen from the acceleration figures I quote, but to bring it up to the standard that I would like it to be in will mean attention to the engine, as the oil consumption is high. The automatic box will I feel sure require a general overhaul as it thumps in, and will not respond to the usual band and other adjustments. Steering and suspension must be checked through. The electrically heated rear demister glass has ceased to function—I shall not renew. There are also leaks from this vicinity which as is usual has spoilt the wood finisher. The sunshine roof is not riddled with holes as many cars of this vintage are, which happens if the water drain tubes are not kept clear and water is allowed to lie in the tray. (Watch when buying one).

The leather has worn badly (Red) and will have to be dealt with by re-upholstering to bring it up to concours condition. The regular use of Hide food I believe to be essential, but it seems that the leather in post-war cars cracks more readily than the leather on the pre-war cars.

In the year 1968 I find going back to semaphore signals an embarrassment and a hazard, and have quickly converted to flashers. I would rather be without signals as on the Ghost, and look upon the semaphore system for lane changes on a motorway etc. as being distinctly dangerous and so obsolete as to be more or less unobserved when used in congested urban districts. I believe there is a legitimate case for flashers of a standardized *basic* design to be made compulsory on all cars, vintage included.

From the above don't think that the car is ready for the junkyard—far from it. With 366,738 miles behind it I will drive the car anywhere across Europe now and beyond without doing anything other than replace tyres, fit flashers (done) and carry out a major service.

In 1949 "The Motor" gave the following figures (Left hand column) on this actual car when they carried out an extensive test in England and on the Continent:—

#### ACCELERATION TIMES FROM REST

|           |                       |            |
|-----------|-----------------------|------------|
| 4.9 sec.  | 0-30 m.p.h.           | 5.0 sec.   |
| 7.4 sec.  | 0-40 m.p.h.           | 7.1 sec.   |
| 10.8 sec. | 0-50 m.p.h.           | 10.1 sec.  |
| 15.2 sec. | 0-60 m.p.h.           | 14.5 sec.  |
| 21.2 sec. | 0-70 m.p.h.           | Not Taken  |
| 29.2 sec. | 0-80 m.p.h.           | 29.9 sec.* |
| 48.2 sec. | 0-90 m.p.h.           | Not Taken  |
| 20.0 sec. | Standing Quarter Mile | Not Taken  |

(With acknowledgment to  
'The Motor' of 1954)

(Taken by owner Sept. 1968  
with allowance for 4 m.p.h.  
speedo waiver.)

\*Note with fixed 2nd speed 26.5 sec.

At the side of the figures then quoted by "The Motor" I have repeated some of these tests without making adjustments to the car, for comparison.

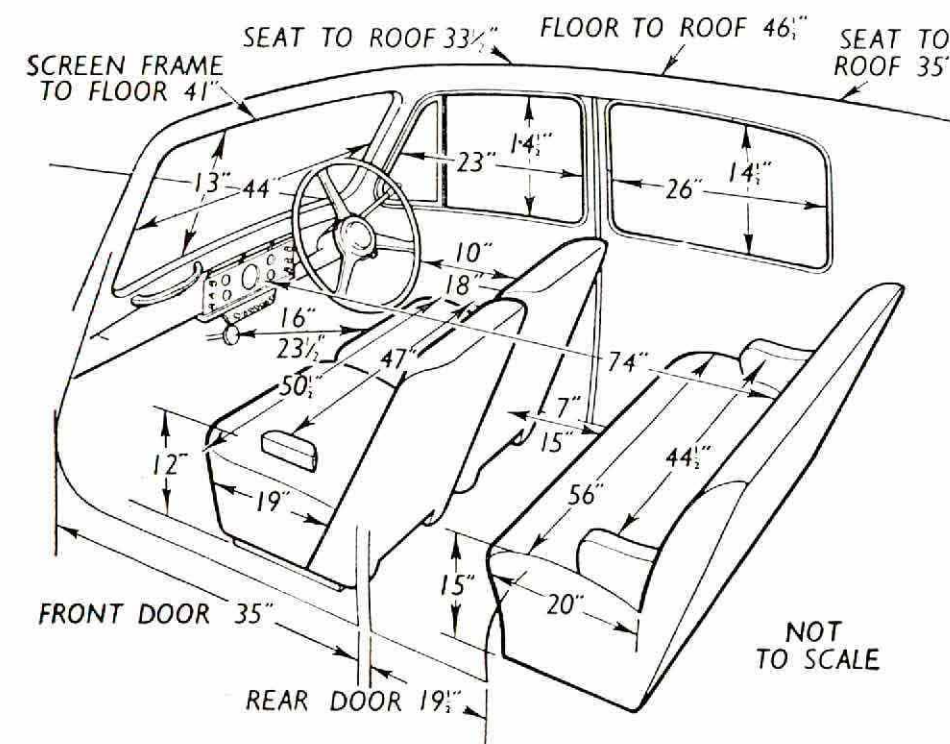
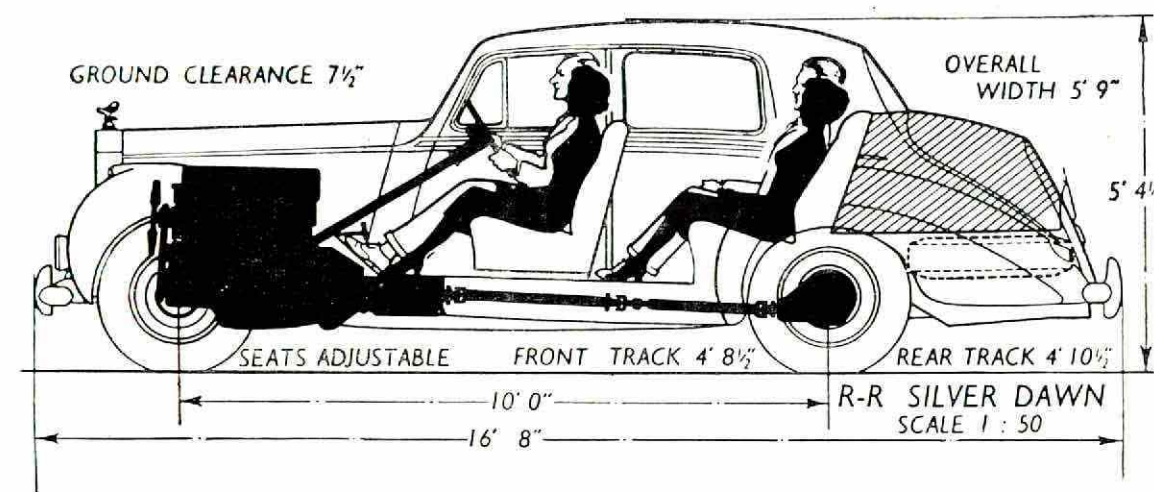
Anyone contemplating the purchase of a Dawn would be well advised to obtain a copy of the "Road Test", the reference is 16/54 (Continental). There is also a full description of the Dawn in "The Motor" of October 14th, 1953.

The price new was £3,320 plus purchase tax £1,384 9s 2d, total £4,704 9s 2d in November 1954. The model had a quoted maximum speed of 94.0 m.p.h. and average petrol consumption of 15 miles to the gallon.

It will be said no doubt that I have not referred to all the features of the car, but I am limited to space. One therefore gets into a similar situation as one does when asked to overhaul a car, when it becomes more difficult to know what not to do than to know what to do. As it will be some years before I can afford a Shadow, by which time I don't doubt I shall be declared too old to drive, my first personal choice of a Rolls-Royce for every day use becomes a Dawn. Although I have great satisfaction in driving a Ghost, it is not exactly the most suitable car bearing in mind today's traffic conditions.

H.F.F.-W.

#### THE ROLLS-ROYCE SILVER DAWN



Editorial Note: Mr. Fergusson-Wood told us that he could have written a lot more. We hope, therefore, that he will write to us again when he has lived with the car for a while. Another Silver Dawn figures on another page, in our series "Members and their Cars". There are a number in the Club now, including three of the Hoopers mentioned by Mr. Flynn. We wonder if anyone can tell us of the whereabouts of the other three?

# Visit to R.A.F. Station, Coltishall

November 30th, 1968

Having appreciated so much the Rolls-Royce Merlin engined Spitfire and Hurricane at the Pageants in 1964 and 1967 and having learnt that the last Lancaster had been added to the Royal Air Force "Historics", the Committee undertook to establish a liaison; this culminated in my being invited to take my Phantom I up to Coltishall on November 30th for a farewell drive with the Commanding Officer, Group Captain M. E. Hobson, R.A.F.

Needless to say the hospitality was up to usual R.A.F. standards, my dog was welcomed, my motor car was housed in a heated garage of vast dimensions in the M.T. section and I was dined and wine most handsomely.

After breakfast on the Sunday and after driving Group Captain Hobson's son round the airfield, I was taken to see the Battle of Britain Memorial Flight consisting of four Spitfires and one Hurricane which had recently been actors in the "Battle of Britain" film. How minute and antique they looked alongside the 18-ton Lightnings with their Avon engines, and it was almost impossible to realize that 400 Hurricanes and 200 Spitfires were all that we had operational at the start of the Battle of Britain. I could have lingered a long time alone with them and my thoughts, but had a lunch date near Chelmsford, 80 miles away.

Perhaps what impressed me most was the young officer who showed me round, dedicated to the history and maintenance of these valiant machines. He knew where they had fought, how they had been found on the scrap heap and so on; one had been damaged in air combat seven times.

I hope a strong liaison will develop between the 20-Ghost Club and the Historics and the Battle of Britain Memorial Flight via Coltishall, and I believe the Events Committee are arranging a visit for May 17th.

J.C. D-M.

## STANLEY SEARS TROPHY 1968

| Name                  | Alpine | Dymock-Maunsell | Concours | Driving Tests | Total |
|-----------------------|--------|-----------------|----------|---------------|-------|
| J. C. Dymock-Maunsell | 38     | 89              | 91       | -36           | 182   |
| R. C. Williams        | 56     | 45              | 89       | -53           | 137   |
| C. J. Curtis          | 31     | 58              | 90       | -52           | 127   |
| R. B. Honnywill       | 31     | 67              | 89       | -61           | 126   |
| W. A. L. Cook         | 38     | 21              | 93       | -45           | 107   |
| I. Munro              | 20     | 48              | 92       | -70           | 90    |

First six places only.

## ERRATA

(Vol. 9, No. 2, Page 17. Upper picture caption.)

The author and the editors would like to apologise to Mr. W. A. L. Cook's Phantom III Rolls-Royce for crediting it with being of 1930 manufacture when of course it was made in 1936. The editors, apprised of their mistake by various members, pointed out to the author that on the back of the photograph it said 1938, which may have been close but was certainly not quite right. The author, who is also Hon. Historian, was horrified at this lapse, but quickly pointed out that the inscription in question was written by the Master of the Club.

This can only be said to prove that some of our members can, and do, read everything, and that even the elect can get a figure out once in a while.

# The 20-Ghost Club in South Africa

## Three members in Capetown-Durban Rally

I had originally entered my 1926 20 h.p. two-seater Rolls-Royce, body by Claude Hamilton, in the New Zealand International Rally but business commitments here made me withdraw—much to my regret. However, it was easier to enter for the 8th International Veteran and Vintage Car Rally, starting from Capetown on Tuesday, March 12th, 1968 and proceeding over the beautiful Garden Route to Durban (1,400 miles away), via: Hermanus, Mossel Bay, Wilderness, Port Elizabeth, Grahamstown, East London, Umtata, Ixopo, Pietermaritzburg, Uvongo and Durban.

However, I am rather jumping out of line—14 British entered cars were shipped on the "Vaal" from Southampton to Capetown, some accompanied by their owners. Derek and Barbara Silcock's 1925 P1 Tourer and my Rolls-Royce represented the Club; other cars on the ship were a 1925 Wolseley, 1921 Charron Laycock, 1914 Darracq, 1929 OM, 1924 Delage, 1914 Vauxhall, 1927 Hispano Suiza, 1930 Bentley, 1925 and 1926 Bullnosed Morris (incidentally these suffered severe boiling trouble on the Rally and we learned that for warmer climates Morris had supplied models with flat radiators to assist the cooling).

The Rally was superbly organised by the Veteran Car Club of South Africa, assisted by the Crankhandle Club of Capetown, the V and V Club of Johannesburg, the Orange Free State Veteran Car Club, and the Old Motor Club of Pretoria, and was sponsored—very generously—by Mobil. Eighteen months of hard work before the start contributed to a wonderful event.

At the start each competitor was given an ice box filled with Coca-Cola and each day it was refilled at the start—very welcome throughout the event. We had nine night stops en route. Both Dunlop and Ford arranged to carry any extra spares required, also to pick up each morning the competitors' luggage and deliver it to the hotel where we were booked in for the night. At most of the night stops the cars were guarded and, where possible, were on display to the public in either a large wool shed or a multi-store car park, to which the public paid admittance—the money going to charities. This was organised either by Lions International or Rotary and Round Table. I believe in Pietermaritzburg they collected



The 20 h.p. on Sir Lourie Pass

nearly £700, which must have gone some way towards the target of £6,000 needed to build a home for mentally retarded children. The profits from the sale of programmes also were given to the same cause. The final count resulted in between £4,000 and £5,000 for charity.

Certain sections of the route were controlled by second-by-second navigation. We passed through hot, arid country suffering from an unusually prolonged drought. The hills were long, and overheated cars might have been expected, but they were very few. The only mechanical failures so far were a 1913 Austin and Jimmie Hall's Premier which had been driven 900 miles from Johannesburg to the start!—an unusual and impressive American car of much mechanical interest. The oldest car in the Rally, Ken Gillebrand's 1909 Renault, had a deal of mechanical bothers, one in the fuel system which he could only overcome by taking the hills in reverse! Also to cure his wooden wheels from creaking and shrinking in the dry heat he put them—car and all—into the salty Indian Ocean for a dip. Rather cruel, I thought, on the mechanics and the brass-work. Driving through the native territories, George Huddlestone's Ghost had a window broken by small boys throwing stones; however the owner was quite unperturbed, and at the next night stop he had it replaced.

The average speeds for each car were different, and were based on each competitor's own declared normal cruising speeds as given on the entry form. Two cars of similar cruising speeds would still have different speeds for each section of a day's run, so one could never "crib" from another car. We passed through a hundred controls throughout the Rally and the winning car scored only 355 penalties, with the second placed man only two points behind.

The Chief Marshal, Rudi Reitz, and wife Pat, covered over 15,000 miles planning the routes.

The best performance by any car was put up by Oliver Barratt's 1917 Cadillac from Johannesburg, with Douglas Millar a close second. Millar had brought his 3-litre Bentley from Fifeshire, aided by a navigating "fundi" (expert) Michael Dallas from Capetown. Other class winners included a T40 Bugatti driven by Clive Woolley and Frank Smith's Darracq from Stockport—Chairman of the V.C.C. of G.B.

Being a Vintage Motor Cycle enthusiast, I was full of admiration for a Rhodesian, V. O. Reynolds, riding a 1920 B.M.W. transverse twin and F. Blaaser from Vereeniging riding a 1924 Harley-Davidson. They both finished the course.

Thirteen Rolls-Royces started and of course, being Rolls-Royces, thirteen finished! Apart from the Silcocks and myself, there was George Huddleston's 1912 Ghost (the oldest);

a 1921 S.G. owned by Piet Coetzee, a Solicitor from Cradock, who proved to be a useful fellow competitor to have when he and I ran into over-zealous police near Pietermaritzburg; Derek du Toit's 1922 S.G. with rebuilt body; Des Baumann's 1926 P.I., a very fine restoration; Mike Silverman's 1926 Tourer; A. J. Messenger's 1928 20 h.p.; J. K. Acutt's 1930 P.I.; Ian Thompson's wonderful replica Hooper Touring body on a 20/25 1930; C. Klopper's 1930 boat-tailed two-seater 25/30; and C. Kraine's 1926. Last but not least, R. H. Johnson's S. G. Barker 1921—Mr. Johnson was the Travelling Marshal. (*Mr. Johnson is also our only South African 20-Ghost Club member—Ed. note*).

In all, 84 vehicles started and 78 were classified as finishers.

Our hosts at lunch and night stops, and people along the route made tremendous efforts; some donated crates of apples, Durban grown proteas and vases of flowers; in East London one hotel donated fresh fruit for the Competitors together with a flask of brandy smuggled amongst the goodies! Boxes of grapes and chilled pineapple juice were also welcome gifts received.

The weather lived up to "Sunny South Africa"! Not one instant of cloud or rain until 17 minutes before the official closure of the Concours, when it rained hard. The slogan for overseas publicity had come right! "Come and have some fun in the Sun".

J.P.S.

## BOOK REVIEW — *L'Automobiliste*

(published at 42 Rue du Bac, Paris 7. 40 F for 6 issues.)

This French magazine is beautifully produced and each issue is full of interesting material on historic, vintage and thoroughbred cars. Proving the Rolls-Royce is international, issue No. 11 bears a portrait of a Barker Phantom I cabriolet de ville on its cover and within there is an appreciative article with nine pictures and three diagrams. The author is suitably impressed on being presented "a cette vieille Ladie" chassis 107 HC, whose bonnet 2m.30 in length is raised to reveal a motor of formidable aspect. Alone, the carburettor weighs 11 kilos. The whole ensemble has "l'aspect d'un moteur d'exposition". Confessing that up to that moment, all large cars of the period, saving the Hispano, gave him the impression of handling a bad lorry, the author, now installed at the wheel of direction, is delighted to find this monster transform itself into a light car; the steering very precise, the brakes exceptional. "Quand on sait que le chassis pèse à lui seul 1900 kilo. c'est tout de même formidable."

If you think this sort of French is too easy, just what do you make of a typical small advertisement?

Vds. R Royce 1937 type Cosh Haw III, 25 CV, mot.nf.,  
pns.tr.bons, peint. et chromes parfaits. Int. d'origi.  
à refaire en ce qui conc. le drap. les cuirs pl. AV sont  
bons. 22000 Fr.

(Goshawk was, I believe, the name used for the smaller Rolls-Royces in France).

R.O.B.

## Members' Cars Described

(No. 1 New Series)



Model: Silver Dawn  
Chassis No.: SUJ 4  
First Reg.: 1955  
Coachwork: Hooper Saloon  
Present Owner: E. Cecil Flynn

### Owner's Remarks:

As a car driver since the age of 14, I have owned more cars than I can remember. One of my earlier models cost £4! However, about ten years ago I acquired my first Bentley Mark VI. This gave me enormous pleasure but cost me a lot in bringing it up to Concours standard. Later on, I acquired an "R" type which I had rebuilt as a Rolls-Royce Silver Dawn, but I really wanted a special body and I had been tremendously impressed by a 1954 Hooper Silver Dawn owned by one of our members.

I just missed a James Young Dawn but in March last year my local Rolls agent contacted me to say he wanted me to see a car he had just bought. It was a 1955 Hooper Dawn which had done just over 100,000 miles.

The dark green paintwork, I realised, would need a respray and some of the chrome would have to be renewed. Also, I did not like the dirty engine, but it seemed in very good order after a long weekend try out and inspection. I liked the fact that this model had twin exhausts, but I did not like the single hinges on the rather heavy doors. But I knew I had to own this beautiful car.

I have since had some work done on the rear doors which were dropping slightly and I was pleased that the woodwork did not have to be replaced as it was perfectly sound. The car was resprayed in the latest Rolls velvet green—almost the same as the original dark green—with a contrast of light green, and much elbow grease has brought up the engine to a state in which I am no longer ashamed to lift the bonnet.

I understand that this was one of the last of only eight Hooper Silver Dawns to be built and that two went to America.

## Watch Your Weight

When considering motor car performance, one of the most important aspects is that of weight. It always impresses me that as time went on in many cases the weight increased, particularly in the case of the smaller cars, and yet the performance improved and petrol consumption at similar speeds only deteriorated marginally, if at all.

Naturally, different body styles made for considerable variations in weight. Members may find it of interest to weigh their cars. Fifteen gallons of petrol weigh 1 cwt., and I understand that on cars of our size it is possible to carry 1 cwt. of mud. It is also of interest to refer the weight of the car to the recently produced Dunlop booklet on Veteran and Vintage tyres, where considerable variations from the tyre pressures recommended in the handbooks may be observed, depending on front and rear axle loading.

I recently weighed my motor cars, and I show below the recordings, together with two other Club motor cars and a few selected ones from contemporary road tests.

|      |                                       |                       |
|------|---------------------------------------|-----------------------|
| 1921 | S. G. Tourer (Road Test)              | 40 $\frac{3}{4}$ cwt. |
| 1925 | S. G. Tourer (J. G. Hampton)          | 48 $\frac{3}{4}$ cwt. |
| 1926 | P I 7 str. Limousine (J.C. D-M)       | 52 $\frac{1}{2}$ cwt. |
| 1933 | P II Cont. Saloon (Road Test)         | 49 cwt.               |
| 1934 | P II Touring Limousine (J.C. D-M)     | 51 $\frac{1}{4}$ cwt. |
| 1936 | P III Saloon (Road Test)              | 52 $\frac{1}{2}$ cwt. |
| 1936 | P III 7 str. Limousine (W. J. Oldham) | 58 cwt.               |
| 1962 | P V Limousine (Road Test)             | 51 cwt.               |
| 1926 | 20 Tourer (Road Test)                 | 28 cwt.               |
| 1931 | 20/25 Weyman Saloon (Road Test)       | 31 cwt.               |
| 1935 | 20/25 Saloon (Road Test)              | 37 $\frac{3}{4}$ cwt. |
| 1936 | 20/25 All Weather Tourer (J.C. D-M)   | 39 $\frac{3}{4}$ cwt. |
| 1936 | 25/30 Saloon (Road Test)              | 38 cwt.               |
| 1955 | S.W. Touring Limousine (J.C. D-M)     | 46 cwt.               |

I suggest that members might inform the Editors of the weight of their motor cars, particularly if the coachwork is unusual or unconventional, since publication of these figures would be of general mutual interest.

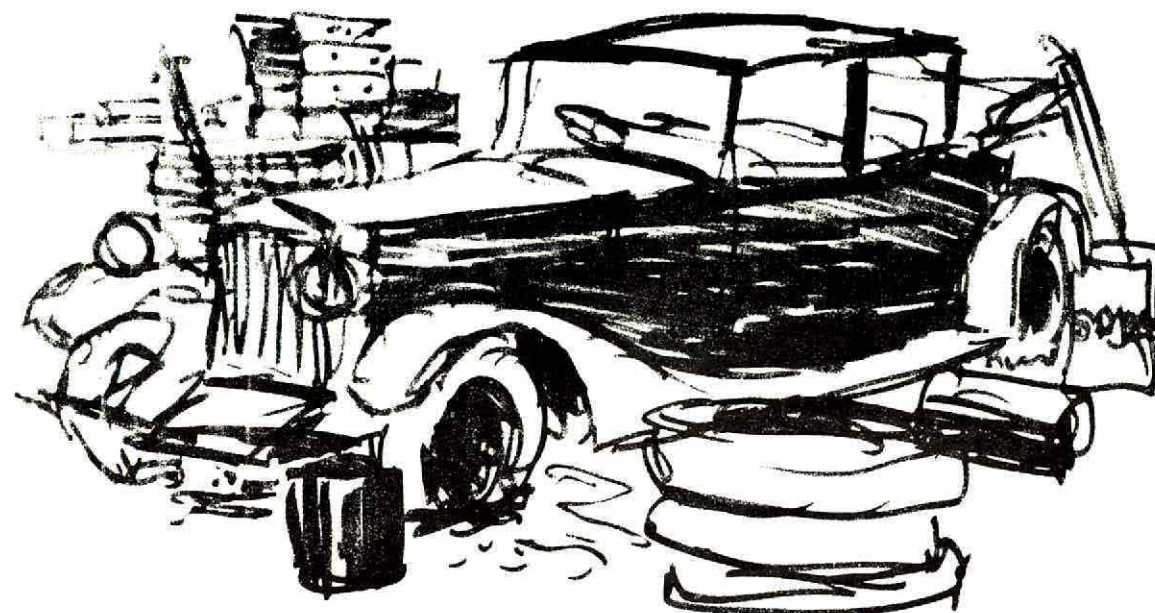
J.C. D-M.

## SALES AND WANTS

FOR SALE. 1930 Rolls-Royce 20/25 Touring Limousine by Park Ward. Black with Hide Upholstery. Two owners only. Professionally maintained. Chassis No. GSR 18. In excellent order. Current M.O.T. Mileage 178,000. All original.—J. W. Warner, The Old Rectory, Stanton, nr. Broadway, Worcs.

Air Commodore A. H. Wheeler, C.B.E., M.A., F.R.A.C., who is in charge of the famous Shuttleworth Collection at Biggleswade, writes offering to help members who are looking for Phantom II spare parts. He is well off for them and has a number of useful contacts. His address is: Whistley Bridge Field, near Twyford, Berkshire.

## The Phantom Forsaken



Here in the shed, beside the lake,  
Almost forgotten, here I lie  
In the silent gloom. Will no one take  
Pity on me, or must I die?  
My bones are old, my days are done;  
For thirteen years I have rested here,  
And the roof leaks where I stand alone,  
And moss is green on my mudguard there.  
Yet I have seen the grey dawn breaking,  
And the sunset o'er the Irish Sea,  
The flush of spring on the woodlands waking,  
And the gold of Autumn on lawn and lea.  
Full many a hill we climbed together,  
And many a dale we whispered down,  
My Lady leading, in summer weather,  
Or winter's rain, she led me on.  
In the days before he left me here  
My master held me in high regard,  
But now abandoned my fate lies where?  
My destiny; the breaker's yard?  
So dreaming through the years and days  
In this old shed and in quiet decay,  
Now I have wended all my ways,  
Yet still I hope for a happier day.

So now I wait the magic hand  
Whose touch will make me young again.  
No more forgotten, here I stand,  
To be restored, and my pride regain.

V.H.T.

A shadow falls in the evening gloam.  
Someone is coming, my shame to see.  
I hear him say he will drive me home.  
Perhaps I am saved; it cannot be.  
'Tis true, in my shabby and faded pride  
And patched up ready to make my way,  
Over the moors and the mountain side  
Let us be gone on this sunny day.  
So once again I'll climb the hill  
And breathe again the mountain wind,  
But while I see Lake Bala still  
I'll pause and cast a glance behind.  
And bid farewell to the level lake  
Ere it fades away in the distance blue,  
Yet not for long for my saviour's sake,  
For he has given me life anew.  
So let me leave my 'customed hills  
And wend my way to the valley floor,  
As downward dropping with the rills  
I take the road that lies before.  
And on among the hills of Wales  
And down through England's dales I come  
(Tho' once or twice my heartbeat fails  
Before I reach my Berkshire home).



## Officers and Committee

MASTER: S. E. Sears  
PRESIDENT: W. F. Watson  
VICE-PRESIDENT: A. J. Belsey  
CHAIRMAN:  
HON. SECRETARY AND TREASURER: W. F. Watson, Aldwick Hundred,  
Bognor Regis, Sussex.

### COMMITTEE

S. E. Sears; W. F. Watson; A. J. Belsey; W. A. L. Cook; S. J. Lovegrove; R. B. Honnywill;  
Mrs. F. Hellings; J. G. Hampton; J. I. Yates; Mr. and Mrs. I. Munro.

### EXECUTIVE COMMITTEE

A. J. Belsey; W. F. Watson; W. A. L. Cook; S. J. Lovegrove; Mr. and Mrs. I. Munro.

### EVENTS COMMITTEE

S. J. Lovegrove (Chairman); J. G. Hampton; R. B. Honnywill; F. Hellings (co-opted); C. Meachen  
(co-opted).

### GENERAL PURPOSES COMMITTEE

W. A. L. Cook (Chairman); Mrs. F. Hellings; Capt. and Mrs. J. E. Castle (co-opted).

### OTHER OFFICERS

Hon. Technical Liaison Officer: J. G. Hampton  
Hon. Historian and Librarian: R. O. Barnard  
Hon. Solicitor: F. Hellings  
Hon. Co-Editors: Ian and Melanie Munro

### 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; silver cuff-links at 40s; and car badges  
at 35s.

### J. W. C. THORNTON

*Jack Thornton, for many years a welcome visitor and able judge at 20-Ghost Club meetings,  
died on December 13th last. He was buried in Aldenham Parish Churchyard on December 17th.*

*Born on March 27th, 1898, Jack Thornton first joined Rolls-Royce in 1919, first as an improver,  
and then as a tester. He retired in 1963.*

### Cdr. Hugh Keller writes:

I had known Jack for over 40 years, first at Cricklewood, and then at Hythe Road, where he  
was the outside tester.

His immense knowledge, combined with great enthusiasm, endeared him to every Rolls-Royce  
owner, and he had that wonderful gift of making owners feel that their particular problems were  
the most important of any that needed solution.

In every way he was such a kind, a gentle, man, and during all the years I knew him I do not  
remember him ever saying anything unkind about any of the people he had met and worked with.

I shall miss him terribly, both as a companion, and as a judge, and to me future Club meetings  
will never be quite the same.

His honorary membership of our Rolls-Royce Clubs, and his association with the R.R.O.C.  
of America, gave him immense pleasure during his years of retirement.

We, who love old motor cars, will be the losers by his passing.

## FUTURE EVENTS, 1969

|                          |                                                             |
|--------------------------|-------------------------------------------------------------|
| Friday, May 2nd          | U.S.A. Tour. Southampton: Embarkation on Queen Elizabeth 2. |
| Saturday, May 17th       | R.A.F., Coltishall.                                         |
| Sunday, June 1st         | Concours d'etat.                                            |
| Sunday, June 15th        | End of Bentley 500 (probably Oulton Park).                  |
| Sunday, July 6th         | Driving Tests, Sandhurst.                                   |
| Saturday, July 19th      | Raglan Pageant.                                             |
| Saturday, September 6th  | Disabled Drivers.*                                          |
| Saturday, September 20th | Camberley Horse Show.                                       |
| Sunday, October 5th      | Eton College.*                                              |

\* Not finalised. Other events in process of negotiation.

The Committee would like it to be known that members who wish to cancel their entries for  
meetings and events cannot obtain refunds of their entry money unless notice of cancellation is  
received 48 hours before the event.

### The R.R.E.C. kindly invite our members to join them at the following events

|                    |                                                  |
|--------------------|--------------------------------------------------|
| Sunday, May 11th   | Pageant of Motoring, Penshurst Place, Tonbridge. |
| Sunday, May 18th   | Charity Concours, Chichester.                    |
| Saturday, June 7th | Exhibition, Southern Counties Show, Ardingly.    |
| Sunday, June 15th  | Blenheim.                                        |
| Saturday, July 5th | Rally, Rolls-Royce Crewe, Sports Day.            |
| Sunday, July *     | National Rally, Audley End.                      |
| Saturday, August * | Rally, Arundel.                                  |
| Sunday, August *   | Rally, Stapleford Park.                          |

\* Date to be confirmed.

For further details of these events please write to the Hon. Secretary, Lt.-Col. Barrass, Lincroft,  
Montacute Road, Tunbridge Wells, Kent.

**The Midland Rolls-Royce Club welcome our members at all their events.** They hold  
a meeting on the 2nd Monday of every month at Endwood, Hamstead Road, Handsworth, Bir-  
mingham 20. They are also planning a Welsh weekend in May. If you are interested, please get in  
touch with the Hon. Secretary, Miss Susan Taylor, at 49 Wolverhampton Road South, Birmingham  
32.

## 20-GHOST CLUB RECOMMENDED HOTELS

THE ELMS, Abberley, Worcestershire. Tel: Gt. Witley 231.  
HOLBROOK HOUSE, Nr. Wincanton, Somerset. Tel: Wincanton 2377.  
WESTON MANOR, Weston-on-the-Green, Oxfordshire. Tel: Bletchington 260.  
STUDLEY PRIORY, Horton-cum-Studley, Oxfordshire. Tel: Stanton St. John 203 & 254.

## CHANGES OF ADDRESS

COOPER, Rev. J. P., Church Green Farm, Old Church Lane, Pateley Bridge, Harrogate. Tel:  
Pateley Bridge 581.  
EASTEN, G. P. and Mrs., 12 St. James' Villas, Winchester, Hants. Tel: Winchester 2638.  
*Correction:—*  
CRANWORTH, Lord, 50 Ovington Street, London, S.W.3.

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