

THE 20-GHOST

Vol 10 No 3



CLUB RECORD

1969



CAMBERLEY—COACHES AND CARS

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Views expressed in editorials and articles appearing in the 20-Ghost Club Record are not necessarily those of the Executive Committee.

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SPARE PARTS: John Hampton, Hon. Technical Liaison Officer, reports that about 50 "requisition forms" have now passed through his hands. High priorities on the lists are cylinder heads for 20/25's and 25/30's, and there were quite a few requests for alloy heads for P II's. Exhaust systems came next, followed by ignition parts, valves and springs, and clutch and brake linings. Have YOU sent in YOUR form yet?

CLUB MEMBERSHIP LIST: James Valentine, who, as members will know, is compiling a new list, reports that at the time of this issue going to press he has received replies to his circular from 156 members. His final deadline for return of the cards and starting on production is December 15th, 1969. After that date it will be too late. Have YOU replied yet?

COVER PICTURES BY I. MUNRO

Editorial Notes

As members will have noted from the last list of Officers of the Club, Frank Hellings has been elected Chairman in succession to John Dymock-Maunsell. Everyone will be grateful to Frank for undertaking this onerous task, and by the time you read this his Annual Report should be in your hands.

Technical notes are one of the weakest features of the Record, and we do hope that members will send in anything which they think will be of general interest. Talking the other day to the highly experienced owner of a 20/25, we learned a lot about the maintenance of their carburettors which could well be of considerable interest to other owners. When asked why he had sent nothing about all this to the Record, he could only reply that he had thought about doing so but had never got down to it.

So there is at least one fund of knowledge going unshared, and this instance could no doubt be multiplied a dozen or more times over.

May we hope that members' 1970 New Year resolutions will include one to help as much as they can with providing us with useful material on all aspects of Rolls-Royce motoring and motor car maintenance.

In our last issue we published a light-hearted article about the discovery of a "secret horde" of Rolls-Royces. This was speedily identified by the more knowledgeable as that owned by Mr. Tom Mason of Wissenden Corner near Ashford, Kent.

We now have news of a second "horde", although in this case it is also a "mixed bag", from Frank Hellings, who writes: "I have recently seen part of an interesting collection of cars being imported from India. So far there are three late Silver Ghost limousines, all originally designed for use as State cars, a very fine Phantom I Windover tourer, a 1931 Bentley saloon, a 1936 V12 Hispano Suiza and a 1912 Napier. Still to come are three more Phantom I's, (two tourers and a sedanca), and a 1914 Daimler 50 h.p. tourer.

The importer, Mr. E. M. Elias, intends if possible to sell them in running order but unrestored. (Warning—his asking prices are between £4,000 and £5,000.) They can be seen in West Hampstead by appointment with Mr. Elias, c/o Wydale Ltd., 26, Arlington, Woodside Park, London N.12. Telephone 01-445 9971."

Members with cylinder head trouble may be interested to know that Ivan Yates has reported most favourably on the job done for him by Metalock (Britain) Ltd., 17, Wates Way, Mitcham, CR 4 4YT. The charge is very reasonable, and he has done 5,000 trouble-free miles with his cylinder head repaired by the Metalock cold process stitching method. The man to get in touch with is the Works Manager, Mr. G. Allinson, Tel: 01-640 0944.

Many members, we are sure, will have been interested in David Berry's article "Westward Ho" in the last issue of the Record in which he described the route he took for some excellent motoring in picturesque scenery.

We plan now to follow this up with a series of "Recommended Routes". These will principally be aimed at helping members to make the most of "Rolls-Royce motoring" in our rapidly diminishing countryside, and we hope they may be useful both for getting from point to point in pleasant conditions and also for touring for pleasure and relaxation.

We ourselves will offer a Recommended Route in the next issue, but thereafter we shall be entirely dependent on members sending in their own contributions if the feature is to be a success.

John Oldham tells us that he has already heard of the whereabouts of his Mother's "long lost" 20/25 GXO 86 entirely through the publication in the last issue of the Record of his article on GGP 28. Peter Baines of the R.R.E.C. read the article, and by an extraordinary coincidence recognised the car and was able to put John in touch with its present owner. So this one article produced the car's whereabouts after 21 years.

Finally we should like to thank those many readers who so kindly wrote congratulating us on our special U.S.A. issue of The Record. Their letters were greatly appreciated, and have given us much encouragement.

Our outdoor season ended on a convivial note with a very well attended Sussex Luncheon at the White Hart Hotel, Lewes, and it only remains for us now to wish all members a very Merry Christmas and Happy Motoring in 1970.

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

Sir Henry Royce on Television

A film of the life of Sir Henry Royce will be shown on television in January on a date yet to be announced. This will of course be of the greatest interest to us, and Mr. C. R. Gilling, producer of the B.B.C. 2 "Horizon" series, has very kindly written the following article for us on the making of the film—"Henry Royce, Mechanic".

"What about doing something on Rolls or Royce?" said the Editor. We looked into the meteoric career of Rolls, and decided on Royce. By that time we were stuck with the subject, and it was too late to change.

The trouble with a film biography of Henry Royce is mainly that he very rarely appeared on film. So we decided to recreate him by using an actor.



Royce in the replica Cook Street office

The next problem was to find the right locations and the right hardware. We soon found out that blocks of flats had risen on the site of the Cook Street works in Manchester. That was out. We traced Royce's home in West Wittering, and arranged three days' filming there. Dennis Miller-Williams arranged for us to use SU 13 and the Silver Ghost for filming, and we found a 1903 Decauville for Royce to drive. The Royal Armoured Corps Tank Museum at Bovington were persuaded to lend us their Silver Ghost armoured car, and the Rolls-Royce Enthusiasts Club kindly arranged a line-up of twenty-one representative Rolls-Royces at Blenheim.

Aero-engines were a bit more awkward. We filmed the building of the Vimy replica, with its two Eagles, and Rolls-Royce at Derby let us film their collection of veterans. We now needed the Schneider-winning R-type, and the S6B that it powered. The Royal Aero Club put us on the trail of both, which we followed from Southampton to Henlow RAF station, with many detours on the way. There was the R-type indeed—but the S6B was in pieces, and the Ministry of Defence (Air) were apologetic, but unable to put it together in time.

With the help of Bill Morton and many others at Derby we traced Rolls-Royce employees, some now in their eighties, and recorded their memories of Royce.

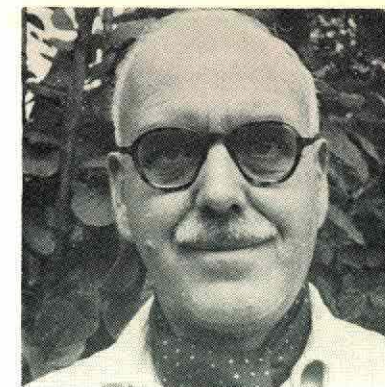
At the eleventh hour, plans for filming at Royce's old home fell down, and we dashed to West Wittering to arrange the closest substitute we could find. A disused bottling plant was disguised as Cook Street, complete with period drawing offices. Filming started.

At least the weather was kind sometimes. On one memorable day in the New Forest we filmed Royce driving his Decauville, and taking Rolls for a spin in the two-cylinder, as well as the 1906 TT race, won by a heavily-disguised Jack Sears in his Light 20 (artillery wheels, but we felt this a pardonable error). We were a day late starting from Glasgow, filming Dennis Miller-Williams in the Silver Ghost. That was the weather's fault. But at last filming was over.

We now had to fit together our reconstructed scenes with historic film from Rolls-Royce's vaults at Derby, and from newsreels, the National Film Archives and Vickers Ltd. There were hundreds of stills from all sources, letters and drawings by Royce, information from everywhere.

When the film was complete, we had had to leave out far too much. No scenes of Royce as a boy, no scenes of the Vimy replica in flight, only one shot of the funeral sequence left. But the story seemed to be there. As one colleague said after seeing the first colour print, "It's great to be British". Perhaps that is a thought worth conveying in these self-denying days. The programme should be broadcast in January 1970 on B.B.C. 2's "Horizon" series. Please see it and judge for yourself.

F. E. remembers . . .



Travelling along the road from Nottingham to Ilkeston, one passes through the village of Wollaton and cannot fail to observe a coal mine now closed but in the twenties a hive of activity, producing some of the finest house coal obtainable in the Midland coal field. It was to this colliery that I reported for duty on the 29th October 1925, having decided whilst still at school, to embark on a mining career. My father, a Parson, was not well versed in the Industrial world, but had been given considerable help and advice by an old Cambridge colleague who in the 1920s was a Director of a number of Collieries in the Midlands in addition to being Senior Partner in Lewis and Lewis, Mining Engineers of Midland Road, Derby. Wollaton Colliery was selected as it was reasonably free of gas and water and the seams above average thickness.

I lodged with one of the Colliery Deputies (foremen) and his wife in their cottage, facing the canal or "cut" to use the local term. They were a wonderful couple who were kindness itself. Their only daughter was at that time in service with the Birkins (of Le Mans fame) in their Nottingham home. Bathrooms were not considered necessary in those days; bath tubs were provided and the water had to be collected from the "cut" and heated in the outside copper—quite a performance. Sanitary arrangements were very primitive but one got used to walking to the bottom of the garden!

I was soon to realise that coal mining was going through a severe depression. Miners were averaging three days work a week with a take home pay of some 30/-. The coal, after screening, washing and loading into railway wagons, fetched 10/- a ton, which showed little or no profit to the Colliery Company. After some five months, spent mostly underground, I decided that coal mining did not offer the career I thought it would, it was too uncertain, and I therefore discussed my problem with my Father's friend. He mentioned that he was friendly with John de Looze, the then Secretary of Rolls-Royce and he might persuade the latter to accept me as a Premium Apprentice if my father was willing to pay the Premium of £350 which, in those days, was quite a substantial sum. Needless to say, I jumped at the chance, thinking how strange it was that I had met Mr. Royce a few years earlier when a Stanley Steam car a friend and I were driving, broke down on the Wittering Chichester road—but that is another story to be related later.

Fortunately for me my Father agreed to pay the premium and Rolls-Royce accepted me as a Premium Apprentice. The apprenticeship was to run for four years and during this

period the Company would pay me 1/- a day and 2d an hour overtime. A very different story today, where apprentices are concerned! The maximum number of P.A.s was limited to 18 in any one year.

FIRST DAY AT "ROYCE'S"

I left the Colliery on Saturday the 10th April 1926 and reported to de Looze the following Monday; he in turn introduced me to his assistant, Mr. Sanderson. It was from the latter that I received my briefing: "Your hours will be from 7.55 a.m. to 5.30 p.m., Monday to Friday, and 7.55 a.m. to noon on Saturdays. You will come under the control of Mr. Aspley who will arrange for you to be moved from department to department in accordance with a set programme. The Superintendent of each department will send a monthly report on your progress and ability to the Works Manager Mr. Wormald (Wor) and he will send your Father a quarterly report. Above all you are to work hard, be a good time keeper and learn all you can. Remember that the Company gives no guarantee of employment after you finish your apprenticeship." With this homily ringing in my ears, Mr. Sanderson took me to the Chassis Erection Bay and introduced me to the Superintendent Mr. Scott, and thus within a couple of hours of arrival my apprenticeship had commenced.

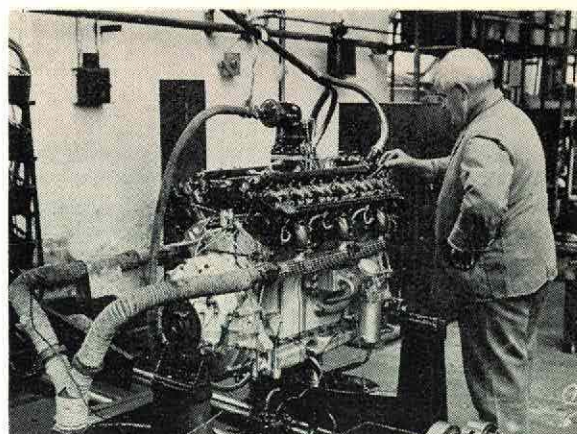
I was soon to learn that all "Premiums" started their apprenticeship in the Erection Bay under care and tuition from a very great character Jimmy Chadwick (ex Manchester) who recently died at the age of 85. It was in this shop that I first met your well known member Harry Fergusson-Wood; he too had joined the Company as a P.A. a few weeks earlier. During our four years we shared various "digs" and also joint ownership of a Siddley Wolseley which we bought for £7 10s. We used to derive a lot of fun from this car and it is to our everlasting regret that we sold it so many years ago!



The New Forest. Jack Sears sets off on the 1906 TT race

What impressed me most during those four years was the knowledge that virtually the entire chassis was produced from parts made in the works—(the present day word Factory was never used, and everyone worked at Royce's, not Rolls-Royce—just one of those things). It followed therefore that we P.A.s were able to learn a vast number of processes from practical experience and tuition from skilled "mates". All types of machining, foundry work, heat treatment, drop forging, carburettor assembling, armature winding, dynamo and starter motor building, radiator matrix and top tank assembling, dip brazing and the art of close plating. Close plating consisted of sweating sheet nickel direct on to steering columns, brake and gear levers before the advent of chrome plating. These are but a few of the many processes of the virtually self-contained works. Apart from the raw material, the only main items bought out in the mid 20's were the bare chassis side members, forgings for the crankshafts, brake drums, axle tubes and magnetos—even the steering wheels were cast and only sent out for covering. All nuts and bolts were "home made", even the spanners supplied for the tool kits were produced in the drop forge!

All castings needed in the production of the chassis were cast in the Iron, Aluminium and Brass foundries from patterns made in the Pattern Shop. Of all the various processes, I

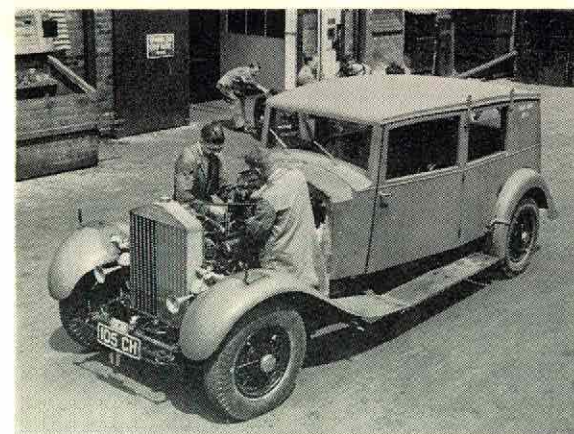


Phantom III engine being "run in" on town gas

considered the foundries to be the most interesting, and I well remember assisting in the casting of the first Kestrel aero engine cylinder block, probably the most intricate casting undertaken up to that period.

GRUELLING TESTS

Testing was of paramount importance. Every engine after initial build was run for eight hours on town gas with the sump drain plug removed and the lubricating oil constantly flowing through a de-Lavel filter, thus removing every particle of swarf and other foreign matter. The engine was then subjected



Test body used for final acceptance test

to an eight hour test on the water dynamometer. After installing the unit in the chassis frame the newly built chassis was taken to the Dynamometer House where it underwent the most gruelling test of all. The front wheels were chocked and special rear wheels with solid tyres fitted—these wheels made contact with two steel drums located at floor level and attached to these drums were brakes, the load of which could be varied, the object being to measure the horse power developed at the rear wheels. It really was quite an awe-inspiring sight to see a chassis running at full throttle in intermediate gears with the exhaust

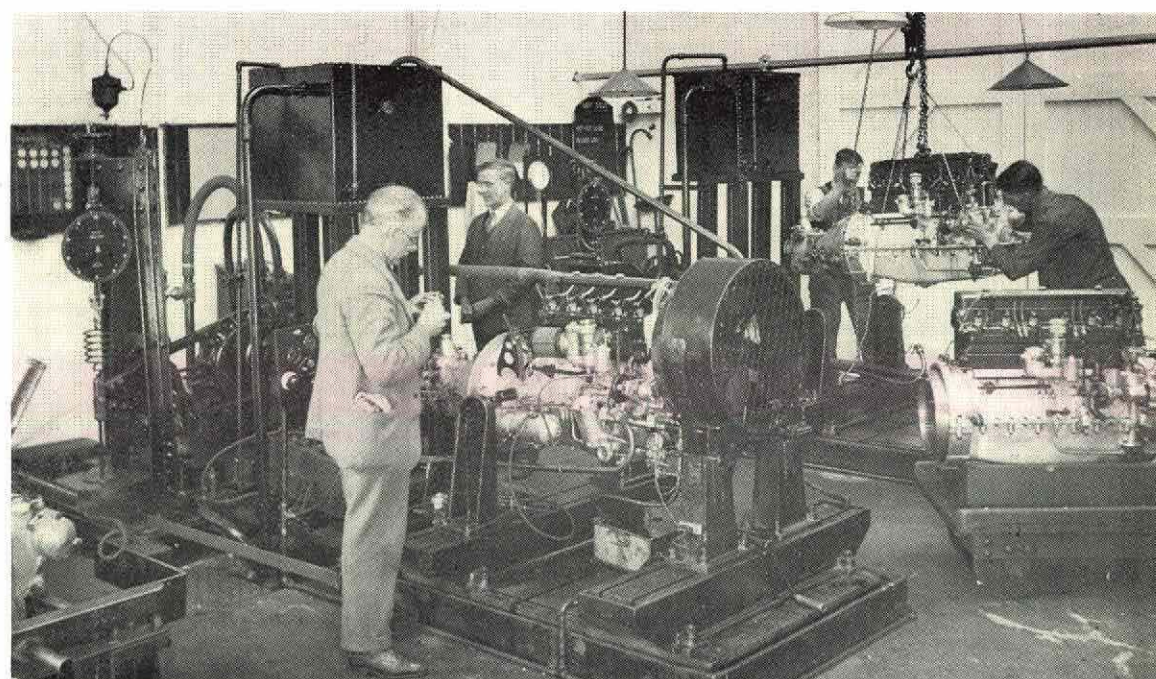
manifold glowing a dull red. The load imposed on the gears was such that any incorrect meshing could easily be detected.

From the Dynamometer House the chassis was taken to the Road Test Department or Top Test. Without exception the Top Test was the mecca of all P.A.s, with the Repair Garage coming a close second. The Test Department was divided into two sections, road test and quality test. This section was under the control of Eric Platford (EP) one of the great characters in those days. It was his responsibility to ensure that the chassis was perfect and for this purpose a specially designed body was mounted which enabled every sound to be magnified. Only when EP and his testers were completely satisfied was the chassis sent to dispatch. Surely no other motor car manufacturer went to such extremes to ensure perfection.

The Repair Department followed normal procedure with bays devoted to the overhaul of components. It is interesting to recall that the cost, in the mid 20's, for the complete overhaul of a pre-World War Silver Ghost, including removing the body, stripping the entire chassis, engine and gear box, renewing worn parts and re-building, amounted to approximately £350! One shudders to think how much a complete overhaul would cost today!

(To be continued)

F.E.



20/25 Engine Test Bench

Sandhurst Driving Tests

Sunday, July 6th, 1969

OH! What a day! Rain, rain, rain!

But none the less a goodly number turned up—over thirty cars in all.

It was pleasing to see our ladies performing so well—Mrs. Hellings, after the tennis balls bout, said she had never been so tired in trying to manipulate the car and see, but as always with a cheerful face and perhaps a little liquid central heating, she recovered and carried on in true soldierly fashion.

I wonder whether the tennis ball test is a right one—it could be—but perhaps further thought could be given next year and a change made.

The Taylor family in great form as usual—Philip showing that he is still master of his brood by doing a fair 71, only to be pipped by D. Hamilton with a 70—a really fine performance which helped the other excellent points of his RREC team to make them the winners of the interclub match. Many new faces were there—a hopeful and happy sight to see new members joining in the general bonhomie and fun, for one must say these meetings are great in many ways other than picking up interesting points about individual cars and discussing problems which arise.

I.Y.

We would like to thank the Commandant, Major-General P. T. Tower, for his kind hospitality, and also the RMAS Motor Sports Club—who, as always, worked so hard on our behalf in organising and preparing the driving tests, AND who carried out the supervision and marking of those tests despite unceasing and torrential rain. It was truly devotion to duty. (Ed.)

1969 DRIVING TEST RESULTS

	1. Tennis Balls	4. Pedestrian	2. Parking	3. Wiggle-woggle					
				5. Turning circle					
<i>Name</i>	<i>Year</i>	<i>Model</i>	<i>1.</i>	<i>2.</i>	<i>3.</i>	<i>4.</i>	<i>5.</i>	<i>Total</i>	
Class I									
J. C. Dymock-Maunsell (Driver R. Watson)	1934	P II	15	64	13	18	21	131	
J. G. Hampton	1925	S.G.	5	60	10	14	50	139	
L. H. Jamieson	1924	S.G.	15	60	10	23	36	144	
J. C. Dymock-Maunsell (Driver H. Savage)	1926	P I	15	65	11	21	64	176	
W. F. Watson	1934	P II	25	79	21	9	50	184	
W. F. Watson (Driver H. B. Poulter)	1913	S.G.	10	63	11	58	50	192	
J. D. Townsley	1937	P III	20	68	28	23	96	235	
Class II									
D. Macmillan	1928	1920	0	30	8	26	6	70	
D. W. Hellings	1927	20	10	34	8	21	0	73	
K. B. Wootton (Driver Mrs. Wootton)	1927	20	20	29	11	34	3	117	
C. Meachen	1926	20	15	49	12	26	40	142	
G. B. Lochee Bayne	1933	20/25	15	43	13	27	50	148	
R. C. Williams	1933	20/25	15	66	15	22	50	168	
S. J. S. Boord	1933	20/25	15	62	13	30	50	170	
Mrs. F. Hellings	1927	20	20	72	15	34	32	173	
N. Taylor	1927	20	0	47	10	37	90	184	
R. W. Bell	1932	20/25	10	88	10	43	50	201	
Class III									
P. Taylor	1939	Wraith	5	33	7	14	12	71	
J. F. Denton	1936	25/30	5	49	12	22	22	110	
Miss S. Taylor	1935	20/25	10	60	10	39	7	124	
J. C. Dymock-Maunsell	1936	20/25	5	65	9	19	50	148	
A. Heathcote	1938	25/30	30	62	13	21	30	156	
A. Taylor	1935	20/25	20	37	9	30	72	168	
J. I. Yates	1939	Wraith	10	71	13	19	72	185	
C. J. Curtis	1936	25/30	10	81	12	59	24	186	
H. E. Marshall	1939	Wraith	15	53	11	22	120	221	
S. R. Terry	1938	25/30	15	85	15	20	120	255	
Class IV									
J. C. Dymock-Maunsell (Driver B. Blowers)	1958	S.C. I	10	62	10	15	30	127	
K. L. Rossi	1951	S.C. I	30	78	17	26	5	156	
R. W. Colton	1951	S. Wraith	20	75	12½	22	50	179½	
E. C. Flynn	1955	S. Dawn	15	67	22	30	50	184	
J. C. Dymock-Maunsell (Driver A. Timpany)	1955	S. Wraith	30	67	15	26	50	188	

INTER-CLUB COMPETITION

RREC											
D. Macmillan	1928	20	70								
R. Brooks	1926	P I	81								245
I. S. Morgan	1928	20	94								
Midland Club											
P. Taylor	1939	Wraith	71								
A. Taylor	1935	20/25	168								423
N. Taylor	1927	20	184								
20-Ghost Club											
G. B. Lochee Bayne	1933	20/25	148								
A. Heathcote	1938	25/30	156								496
H. B. Poulter	1913	S.G.	192								

Raglan Pageant Saturday, July 19th, 1969

*Nor farre from thence, a famous Castle fine,
That Ragglan hight, stands moted almost round:
Made of Freestone, upright as straight as line,
Whose workmanship in beantie doth abound.
The curious knots, wrought all with edged tooles,
The stately Tower, that looks ore Pond and Poole:
The Fountaine trim, that runs both day and night,
Doth yeeld in showe a rare and noble sight.*

Thomas Churchyard, The Worthines of Wales. (1587)



(I. Munro)

The graceful ramparts of Raglan, this "famous Castle fine", provided a picturesque backdrop to fourteen members' motor cars which arrived during the morning on the green sward outside the entrance through which King Charles I passed in 1645. They were greeted by local Councillors who conducted a little Concours d'Etat of their own. Predictably Richard Terry was the winner with his immaculate 25/30, and he was presented with an attractive trophy at the luncheon which followed.

This took place in a beautifully decorated marquee under the Castle walls, and was very kindly provided for us in most lavish fashion by the Rural District Council. Mr. Osman Williams, the Chairman of the R.D.C., presided, and welcomed us. Capt. R. B. Honnywill, responding to a toast to the 20-Ghost Club, expressed our warm appreciation of everything which had been done for us and his special thanks to Mr. Watts, the Clerk to the Council, who was responsible for the organisation. Two Flying Lady ashtrays were presented to the Councillors as a souvenir of the occasion.

Subsequently our cars paraded round the Castle grounds to a running commentary from Dick Honnywill, who had arranged the event with his customary skill and flair. It was good to see several members present who cannot attend our meetings as frequently as perhaps they would wish. Leonard Taylor was there with his impressive P I; also Sir Thomas Lund, fresh from his round the world travels, and Mr. and Mrs. Keeping from Birmingham.

Some of our members then went on to attend the International Regatta at Monmouth, and then we all repaired to the beautiful home nearby of Lt. Col. and Mrs. Harding-Rolls. Here charming young ladies met us on the lawn with copious supplies of champagne, while two small boys, the engaging grand-children of the house, energetically pursued us all over the grounds offering us tasty canapés.

We were indeed grateful for this very kind hospitality. It was a most pleasant and sociable occasion which provided a memorable ending to a delightful day.

As we left on our various ways, one's thoughts turned again to the ancient Castle, with its dramatic history through the centuries culminating in its siege and surrender to Cromwell's men in 1647. And one can do no better, perhaps, than quote the words of that great historian G. M. Trevelyan:

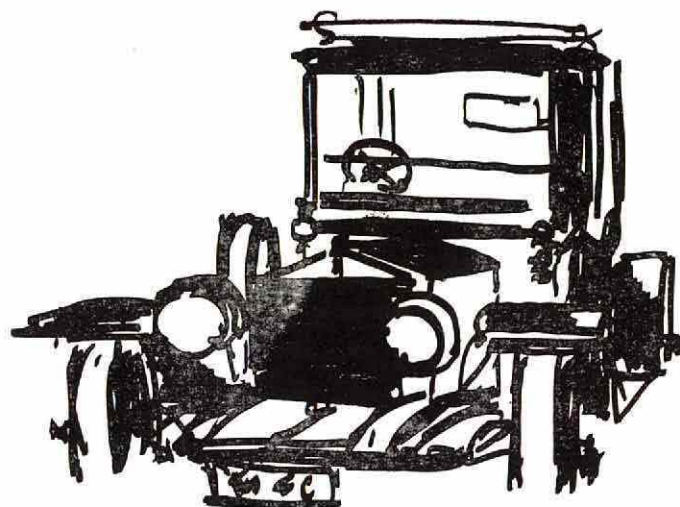
"The poetry of history lies in the quasi-miraculous fact that once, on this earth, once on this familiar spot of ground, walked other men and women, as actual as we are today, thinking their own thoughts, swayed by their own passions, but now all gone, one generation vanishing after another, gone as utterly as we ourselves shall shortly be gone like ghosts at cockcrow."

Silver Ghosts, maybe, but ghosts just the same.

I.M.

A Toast to the Silver Ghost

Alexandra Harwood
(Written at the age of 9)



The Rolls-Royce is a superior car,
It takes us so very far,
And the Silver Ghost
I like the most,
THE GRAND OLD CAR OF YESTERDAY.

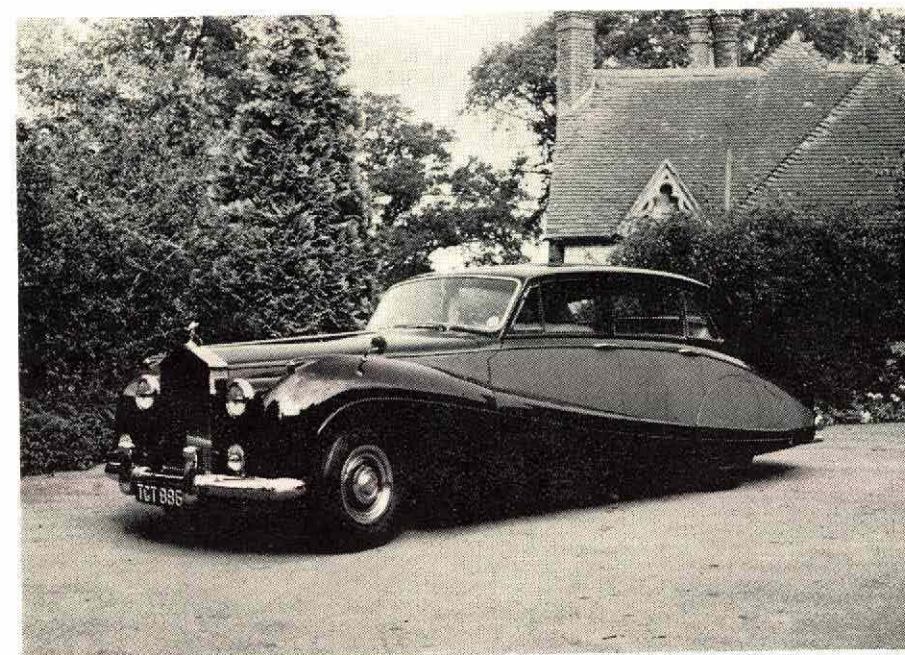
The front is so bright
It shines with the light,
And the back is so broad,
I think the Silver Ghost was made for a Lord,
IN THE GOOD OLD DAYS OF YESTERDAY.

She has a very fine chassis,
And is so well made too,
It is so very very classy,
And still as good as new,
AS IN HER GLORIOUS DAYS OF YESTERDAY.

One day I'll have a car of my own,
And push the horn to make it groan,
I will drive and drive it round the town,
Up the hill and o'er the down,
HAUNTED ALWAYS BY THE MEMORY
OF THE SILVER GHOST OF YESTERDAY.

Members' Cars Described

(No. 3 New Series)



<i>Model:</i>	Silver Cloud I
<i>Chassis No.:</i>	SZB 95
<i>First Reg.:</i>	1956
<i>Coachwork:</i>	Freestone & Webb
<i>Present Owner:</i>	K. L. Rossi
<i>Present Mileage:</i>	56,000

Owner's Remarks:

During 21 years in East Africa we had wanted a Rolls but with dusty corrugated earth roads it was just not practical. Returning to England in 1966 we could at last indulge and it was the coach-built Clouds which attracted us. The Series I with the 6.6 to 1 very silent six cylinder engine in really good condition was the car that we were after but we soon found that not many had been built and that of those many had been badly maintained. It was some time before we were fortunate enough to find such a car at Jack Barclays.

We fell in love with it then and we have, more than two years later, no cause to change our minds. The joy of such mechanical precision silence and comfort, the luxury of a clear plastic roof panel, the picnic set in the door and other refinements are lovely to live with and the extra care she receives before being put under her dust cover after each run is worth every bit of effort. It is our hope that we will be able to steadily improve her condition to the smallest detail so that when she is being run by our children she will be as beautiful as she is today.

WAX WITHOUT WANE

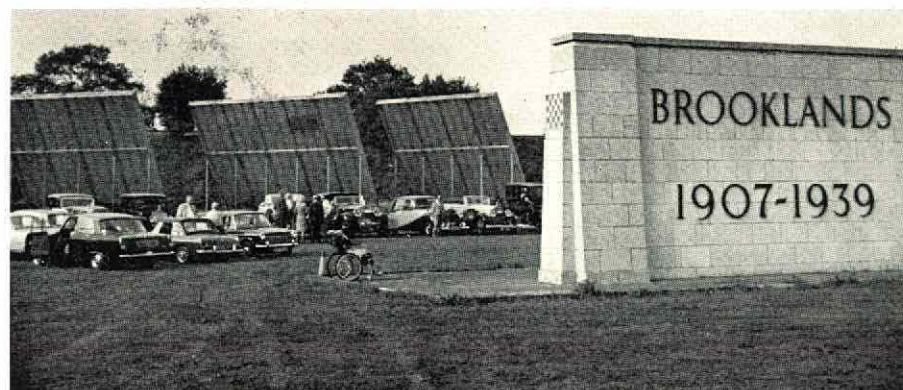
It is my experience that having waxed the car and obtained a deep lustre it then gets dirty the next time out. To retrieve the situation I resort to chamois leather and water. This is fine, but after eight more such wash-downs the wax polish is getting back to square one.

It was with great interest that I saw for sale a product called "Zip Wax" marketed by the Turtle Wax Company. Add it to the water when you wash and it wax polishes at the same time. And it really does. I hope now not to return to square one again.

K.L.R.

20-Ghost Club versus D.D.M.C.

September 6th, 1969



(J. Munro)

Brooklands race track was the nostalgic setting for our third meeting and second inter-club driving contest with the Disabled Drivers' Motor Club. Brooklands is now occupied by the British Aircraft Corporation, and most of the old track is used as an aircraft runway; we had the use of the loop round the Memorial below the embankment, now sadly disfigured by piles of rubbish. Our hosts were B.A.C.'s own Motor Club, whose members worked all morning laying out the tests and all the afternoon marshalling and marking.

We mustered 18 cars of which 13 took part in the tests, and we are very grateful to those non-drivers who worked so hard at marshalling. The D.D.M.C. contingent was larger; 18 of their members took part, including Frank Hellings in his M.G.B. Many of their cars had special modifications, and one sportsman went round in an invalid car.

This year we introduced a novelty which we named the "merry-go-round". This is a test of one's ability to drive round in a perfect circle, and was the only one in which we did better than our opponents. For the parking test we used two different lengths of bay for the two clubs; it seems,

You should have sent in your spares requirements to John Hampton before reading this far. If not, do it now.

however, from the results, that both these measurements were rather tight. Then came a test of judgment of the car's turning circle; the D.D.M.C. took 10 of the first 12 places here; one wonders why. Finally the pedestrian, who turned out to be a very glamorous girl advertising Esso. Although only made of wood, she clearly had an intimidating effect on spectators and was not hit once.

The results were close, the first four places being taken by two from each club, but the overall victory went once again to the D.D.M.C., who took first place and seven of the first 12. Joan Watson presented the prizes, and we parted with expressions of mutual esteem.

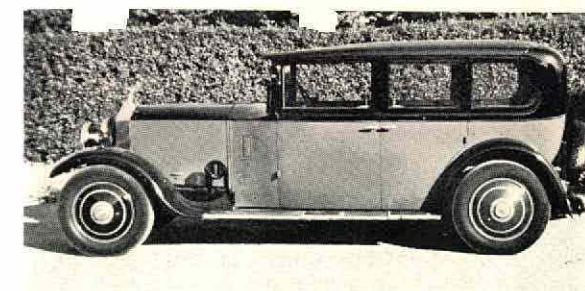
Our net profit was £13 15s 0d, which has been donated to the newly opened Stoke Mandeville Sports Stadium for the Paralyzed and other Physically Handicapped. Their Secretary General writes: "... our sincere thanks to you and your fellow members for your generosity and interest in this unique project in the field of sport and humanity."

The Hon. Secretary of the D.D.M.C. writes: "I know all our members who came along thoroughly enjoyed themselves and I am sure they would wish me to express their appreciation of the invitation to this meeting and for your generosity in providing all the prizes. We look forward to the next meeting."

D.H.

The Story of GGP 28

PART II



The order for GGP 28 was given to Rolls-Royce Limited on November 8th, 1929, by Clyde Automobiles of Renfrew Street, Glasgow, for a Mr. H. J. Gedge of 28, Bryanston Court, Bryanston Square, London, N.W.1., with instructions that the chassis should be sent to A. C. Penman and Sons Ltd., Queensbury Motor Works, Dumfries. Five weeks was the time quoted for delivery and the chassis was dispatched by L.M.S. goods on January 14th, 1930.

The instructions to A. C. Penman were for a coach-built saloon seating five persons, weighing 8½ cwt. The car for use in the United Kingdom. The only additional order was for two spare wheels mounted one on each side and for an R.R. type luggage grid for the rear.

Whilst the body was being built, there must have been a change in the order for it to be an owner-driver saloon with division. On the coach-builder's card there is a note that the springs were altered accordingly.

The date of original registration is April 30th, 1930.

The interior of the coachwork is very well fitted and there are several unusual features. The wings, which everyone admires, are of steel and not the usual aluminium, although the body itself is all aluminium, and the front doors are much larger than the rear.

All the woodwork is in veneered walnut; the front seat is upholstered in black leather and has a centre arm-rest; both doors have arm-rests and pockets with snap fastening studs. There is a Smith's wireless type cigar lighter on the instrument panel and an ash-tray.

On the top of the scuttle there is a large ventilator which, unlike so many of these, never leaks. Also there is one on each side of the scuttle, whilst above the driver and front passenger there is a large parcel net. The blind over the rear window is operated from the driver's seat.

The rear compartment is upholstered in a specially woven West of England cloth with a faint stripe in the pattern; there are three interior lights, one on each side of the back

BROOKLANDS RESULTS (First 12 only)

Name	Club	Merry-Go-Round	Parking	Turning Circle	Pedestrian	Total Penalties
1. Hank Freese	D.D.M.C.	45 (1)	36 (1)	29	23	133
2. A. Heathcote	20-G.	64	47	3	26	150
3. R. H. Densham	D.D.M.C.	72	70	3	14	159
4. H. B. Poulter	20-G.	66	69	1 (1)	23	159
5. P. Hoppé	20-G.	62	61	29	12 (1)	164
6. J. Nicholson	D.D.M.C.	62	58	6	40	166
7. Rosemary Buirski	D.D.M.C.	85	67	5	29	186
8. Brian Simmonds	D.D.M.C.	62	92	5	33	192
9. Nigel Harvey	D.D.M.C.	72	53	50	18	193
10. R. D. Dale	20-G.	65	88	28	16	197
11. Mrs. M. Thompson	D.D.M.C.	58	99	13	33	203
12. J. C. Dymock-Maunsell	20-G.	55	87	47	21	210

(1) Best in test

Overall results	—	D.D.M.C. took 7 of the first 12 places
Merry-go-round	—	20-Ghost took 7 of the first 12 places
Parking	—	D.D.M.C. took 7 of the first 12 places
Turning circle	—	D.D.M.C. took 10 of the first 12 places
Pedestrian	—	D.D.M.C. took 7 of the first 13 places

window and one in the middle of the roof above which is the Air-Vac ventilator. There is also a parcel net and a hat-rack. There are companion ashtrays on each side of the rear seat, which has a centre folding arm-rest (one of these has a Smith's wireless type cigar lighter) and also there are two small hand mirrors. The quarter lights are fixed and both they and the rear doors have silk blinds. The rear of the car is quite roomy as there are no occasional seats. The division winds down in two pieces. This is the one thing I dislike, as the central pillar between the two glasses comes right in the middle of the rear view mirror and rather obstructs the driver's view of the road behind.

The complete car, with tank full of petrol, turns the scales at 37 cwt.

I bought the car complete with its original instruction book and full set of tools, all in immaculate order. The speedometer stood at 125,902 miles when I took possession of the car and it very quickly fulfilled all that I had always thought of the 20/25. I found it a charming car, so much so that I very quickly began to dispose of my Austins, as I had at the time (in addition to the Phantom II 101 SK)—all the four-cylinder 22.4 h.p. models, also a 1937 Austin 18 York saloon, a 1930 Austin 12 Burnham saloon, 1927 Austin 12 Windsor saloon and a most delightful Austin Seven fixed-head coupe of 1925; I regret selling this, the most unusual of all Austin Sevens, seeing the demand there is for Austin Sevens today.

As I was doing about 20,000 miles of motor-ing a year, I worked out the cost of running the 20/25 for 15,000 miles and 101 SK for 5,000 miles and found it to be cheaper than running only the Phantom II Continental; therefore I decided to have several jobs done on GGP 28 which needed urgent attention. The side plates on the off-side of the engine were badly corroded, the dynamo only charged intermittently and the bearings in the starter motor needed renewing. I took the car to Jack Compton for this work, then to a local garage in Benenden, who resprayed the edges of the wings where they were chipped. After these jobs were done I began to use it as everyday transport and 101 SK was kept for long journeys to Scotland and for high days and holidays.

I soon found a puzzling thing with GGP 28; I could average 35 miles in an hour easily, sometimes 40 miles in an hour, but the speedometer would seldom go over 50 miles per hour. On a really good, straight stretch I sometimes achieved a reading of 60 but never more. I saw Denis Clayden (the chauffeur

from whom I bought the car) one day and asked him about it. "Oh! yes, I fixed that years ago" he said. "Before the war we used to drive from Wittersham to Dumfries in the day to stay in Scotland for the shooting; but I was not supposed to exceed 50 m.p.h.—it was impossible to cover that distance in one day, so I fixed it; the faster you go the slower it reads; as long as Madam did not see it go over 50 m.p.h. she was quite happy!" I have watched it carefully since then; it is about right at 30 m.p.h. but the faster you go, particularly between 30 and 40 m.p.h., you can see it hang back.

We used to go to Cornwall a good deal from Hawkhurst and always took GGP 28, as I found she was a far better size on the Cornish lanes than 101 SK. Once, we received a message that my mother-in-law was seriously ill near Penzance; I drove my wife down in the day, stayed the night, returning to Hawkhurst the following day, a round trip of well over 700 miles with no trouble at all.

Once I had used the car for a time and was convinced it was a "winner", I took it to Jack Compton again and he put in new piston rings, gave it a top overhaul and renewed the washers on the valve stems; these had become very hard and allowed oil to run down the valve stems so that a dense cloud of blue smoke appeared at the fish-tail after idling in a long traffic hold-up. He also adjusted the brakes which, even now, after 164,000 miles have never been relined.

I have had many eventful runs with this car. In May 1960, I set off with my four-year-old daughter to join my wife in Cornwall where she was looking after her mother. I thought the child would travel better at night, so we left Hawkhurst at 10.30 p.m. and motored through the night. We took soup and some sandwiches with us and stopped on a lay-by near Exeter about 2.30 a.m. for these. Our route took us through Helston and the whole town was decorated with flags and bunting for the famous "Furry Dance" which was to take place in a few days. It was a lovely morning as we entered the town and Victoria, who had slept most of the way on the back seat, which I had prepared as a bed, was sitting up in front with me; suddenly she said: "Look, Daddy, they knew we were coming and have put up all these lovely flags for us." My small daughter thought it was a wonderful adventure and gave no trouble at all. We arrived at Prah Sands at about 5.15 a.m., having travelled 349 miles.

W.J.O.

(To be continued)

The Camberley Horse Show

September 20th, 1969

20-GHOST CLUB A STAR TURN

Horses and horsepower, coaches and carriages, huntsmen and hounds, throngs of people, and above all blue skies and a smiling sun. It was "the mixture as before" at the Camberley Horse Show this year, and very good it tasted.

The setting for this event is one which it would be hard to better, and the organisation, as one would expect from the Army, is really first-class.

The Club was delighted to be invited once again to parade its cars in the main ring of this mainly equine stronghold, and judging by the spontaneous bursts of applause which were accorded to various individual cars, it was evident that there was approval and appreciation from many spectators. As in the past, the parade was accompanied by a running commentary, and on this occasion it was ably delivered by two of our more knowledgeable members. Robin Barnard discoursed on the large Silver Ghost contingent, and he was followed by Hugh Keller who covered all the remaining classes.

It has been suggested that on future occasions a wider spacing between each car would make the commentator's task less hectic and help spectators more easily to identify the car with the commentary.

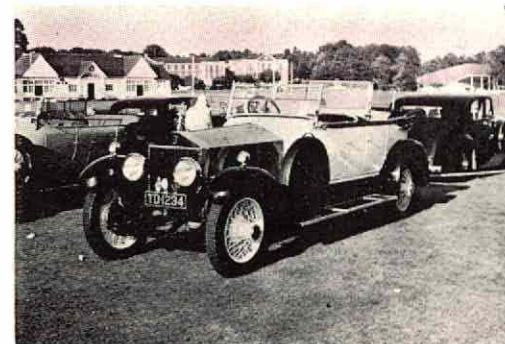
There were about 15 fewer cars this year than last—though there were nearly twice as many Silver Ghosts—but nearly every class was represented, from the President's renowned tulip bodied 1911 S.G. to Ralph Harrison's elegant 1958 S.C.I. A particularly welcome member was the Master, Stanley Sears, in his immaculate 1938 P III. He had, typically, postponed his return to Bermuda in order to attend this event.

The cars were judged in ideal conditions by members of the RMAS Motor Sports Club, and they were at pains to emphasise how impressed they were with the exceptionally high standard of the cars this year, and how difficult it was to select the winner. Their choice for Concours winner finally fell on D. G. Silcock's fine 1925 P I. He received his prize from Mrs. Tower, wife of the Commandant, Major-General P. T. Tower, C.B., D.S.O., M.B.E. The prize was an attractive framed watercolour picture of the Royal Military Academy old building.

Since this was Battle of Britain day it is right and proper to finish with a tribute to the Army's helicopter display team, the "Blue Eagles". Towards the close of the show they delighted spectators with a fine display of precision flying in aircraft which are known to demand a high degree of co-ordination between hand and head; additionally this team had already given displays at three R.A.F. stations before appearing at the RMAS.



Huntsmen, hounds, horses and . . .



. . . horsepower. The winning P I

Pictures and story by G.B.L.B.

1969



GOOD WILL TOUR OF U.S.A.

Ed White's Service Report

Ed White, who with Martin Forrer, did such sterling work in ensuring a free from worry tour in the U.S.A. for the visiting 20-Ghost members earlier this year, kept a record of his activities which we think will be of interest to readers even at this late stage. Two of the Rolls-Royces mentioned belong to members of the R.R.O.C. The remainder are those belonging to the British visitors.

This is his day-to-day record:

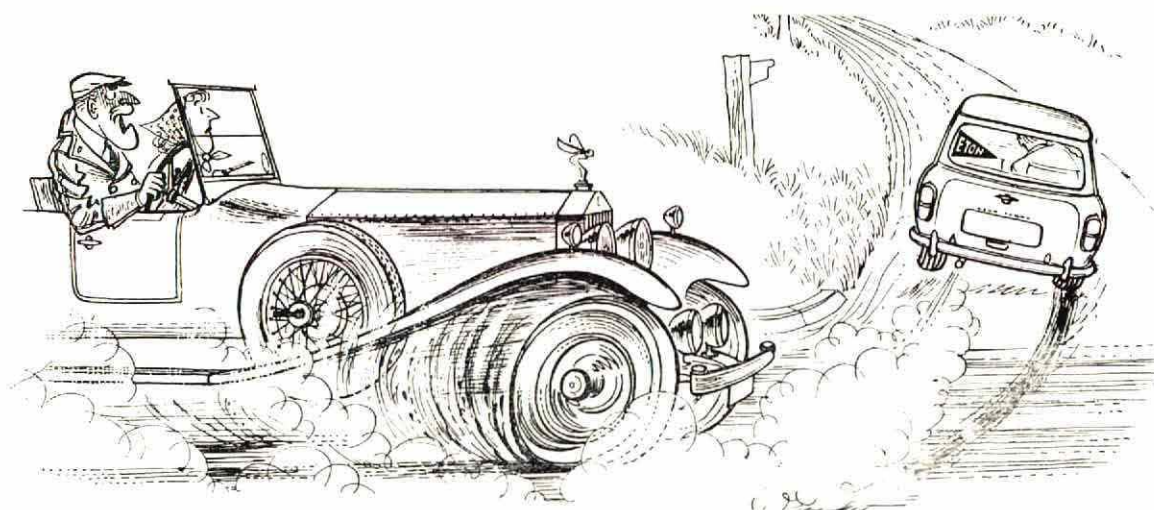
- May 7th 1. Replaced fuse in Silver Shadow.
- 2. Martin Forrer arranged for a new battery for Stanley Sears' Ghost.
- May 8th 1. Andre Schneebeil. P I Limousine gasoline tank cap repaired.
- 2. Repaired trembler on Stanley Sears' car and wound a resistor for it so that its battery ignition could operate with 12 volts. (Wire supplied by A. Guerrero).
- 3. Woollet car overheating. Checked timing.
- 4. Sir Thomas Lund had starting problems, but he ran the day successfully.
- May 9th 1. Forrer and White answered starting trouble call on Lund car—dampness.
- 2. Short circuit on Stanley Sears' windshield wiper—frayed wire—Jack Frost supplied fuse wire.
- 3. Overheated generator on Schneebeil P I—brushes checked.
- May 10th 1. Sir Thomas Lund's 20/25 would not start, and Martin Forrer brought car to Brandywine Meet. Autovac valve disassembled and repaired, carburettor ditto. Linkages restored to correct lengths. Ray Bertch, John McFarlane, Dick Knoblach and M. Forrer altogether on this work.
- 2. Henry Wilkins' P II starter failed. Trouble diagnosed as battery trouble. New battery purchased through local parts supply—diagnosis wrong—see later report.
- 3. Applied muffler patch to Valentine's P I.
- May 11th 1. Attempted to free a stuck valve on a Daimler brought to meet by Williams—R.R.O.C. member. Unsuccessful.
- 2. Retrieved Major Pocock's hat—blew off en route—additional duty!
- 3. Dennis Miller-Williams noted odour while running Silver Ghost 551. Undetermined origin but noted dry tappet shanks during check-up and provided lubrication. Subsequent stop for ticking noise—spark plug wire off.
- May 12th 1. White and McFarlane greased and lubricated Silver Ghost 551. Left front king pin, front bushing and right rear spring did not take grease readily. Fittings disassembled and cleared.
- 2. Silver Ghost 551 losing rear axle lubricant at a constantly increasing rate—discussions with Miller-Williams on possible disassembly.
- 3. Minor difficulty with Mr. Woollett's carburettor. Cleared by usual jet lifting technique.
- May 13th 1. Checked Mr. Wilkins' starter and found sticky brushes—temporary fix due to lack of time.
- 2. Repaired broken oil line on Mr. Silcock's P I. Jerry Howell had a spare bit of tubing in his garage which he supplied.
- 3. Checked Wilkins batteries at Exide Service Centre in Wash. D.C. They were O.K.
- 4. Repaired Sir Thomas Lund headlight door—broken back clip. This is a temporary wire repair.
- May 14th — No trouble!
- May 15th 1. Checked carburettor on Valentine P I. Hugh Keller made fine adjustments.
- 2. Silver Ghost started hard—hot day—push start.

- May 16th 1. Major Fergusson-Wood having fuse difficulty—frayed wire on starter? Decided not to service—insufficient time.
- 2. D. Miller-Williams decided that rear end lubricant leak too rapid. Removed right rear wheel and made new seal from shoe maker's leather. D. Miller-Williams and A. Schneebeil assisted.
- 3. Fuel supply air pump on 551 failed on way to N.Y.C. Fortunately piston parts fell to bottom of cylinder and were retrieved with a magnet.
- 4. During the evening at United Parcel Garage White and Wilkins disassembled Wilkins P II starter motor brush mounts properly. John McFarlane checked and set valve lash in Valentine P I.
- May 17th 1. Andre Surmain's Talbot failed to start—stuck starter pinion. Cleared by racking.
- 2. Munro 25/30 had a flat tyre after Martin Forrer left the tour! White changed tube.
- May 18th No trouble.
- May 19th No trouble.
- May 20th No trouble.
- May 21st 1. McFarlane and White called in by Peter Young to start Watson's Alpine Ghost. Battery ignition not operating. Started on mag and drove car to dock in New York City with Peter Young leading and McFarlane following in Wraith.

In terminating this report I express my thanks to Tony and Mary Guererro for the loan of their 1950 Silver Wraith WHD 25 which behaved beautifully throughout the entire trip; Mr. John McFarlane, with whom I have "Rolls-Royced" for many years, shared and helped on all the problems. Mr. Martin Forrer, Universal Tyre Co., Elizabethville, Pa. was helpful also on all the problems, and in addition was constantly checking tyres and equipment for everyone. He changed four tyres during the tour. I acknowledge also the enthusiastic cooperation by the 20-Ghost and R.R.O.C. folks in all this service work.

E.W.

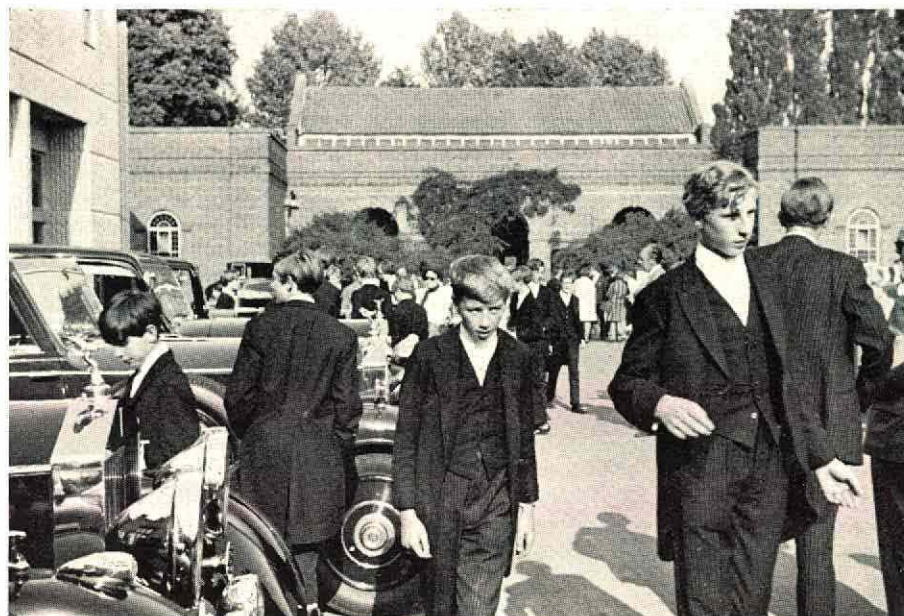
You should have sent in your membership card to James Valentine before reading this far. If not, do it now.



(By courtesy of Russell Brockbank)

Visit to Eton College

October 5th, 1969



(I. Munro)

Brilliant sunshine and a temperature of 72 degrees graced our visit to Eton College. No less than 21 motorcars arrived, ranging from Colonel Gresham's 1912 Silver Ghost to Philip Taylor's 1958 Silver Cloud. The courtyard where we assembled was soon full of Eton boys, many of them wearing their characteristic "morning suits", who inspected coachwork, engines and interiors with lively interest.

Then followed a short tour of the main school buildings under the aegis of the Honourable John Cavendish, Captain of the Eton Automobile Society. We walked through the great School Yard with its statue of Henry VI, who founded the College in 1441, to enter the famous Chapel. Here the verger, known to the boys as "the Holy Poker", showed us the wonderful mediaeval murals which were whitewashed over by the Puritans and lost to sight for centuries. About three-quarters of the restoration work has now been completed. Here also we saw the superb new stained glass windows by John Piper which have replaced those destroyed by a nearby German bomb during the war.

Next we inspected what is described as the oldest classroom in Europe, a long low-beamed room with ancient desks still in use scored with the names of hundreds of industrious scholars of the past. High up in the walls are the famous "windoors", still surviving from the days when there was no glass in the windows. These shutters, as they are in effect, were used by the boys as unofficial modes of entrance and exit.

From there we strolled across the playing fields, reflecting that this was indeed a restful and inexpensive method of studying the site of the Battle of Waterloo, to see the section of the long red brick boundary wall where the famous Wall Game takes place each year.

Hot but happy, many members then repaired to the school shop, known as "Jack's", conveniently located near our cars, and were soon sitting on the benches outside sipping school tea or licking ice cream cornets. Indeed one member, who had clearly been carried back to his boyhood days, was actually observed with a plate bearing the unlikely combination of a chocolate éclair and a scotch egg.

Refreshments over, it was time to leave, and one by one our cars stole away. We are indeed grateful to those who made possible such an interesting and pleasant visit to this historic school.

I.M.

FLOREAT ETONA

Looking Back : 1954 - 1960

PART III

The Kensington Gardens Concours was not by any means the only event held in 1954. In May there was a very successful rally to London Airport, where the early cars present included Sears' TT 20, M 46 and the 1913 "Alpine"; there was a good range of all the pre-1939 models, with 20 h.p. predominating, and probably the most unusual car present was Squadron-Leader Wallis' 1924 40/50 rebuilt entirely to the owner's ideas. Members found much of interest in the controls of the airliners and the rally was successfully repeated and was again well attended, in September 1956. Then there was a cavalcade organised from Knutsford to Manchester to mark the 50 years of the Company where the TT 20 and M 46 showed the Club Badge.

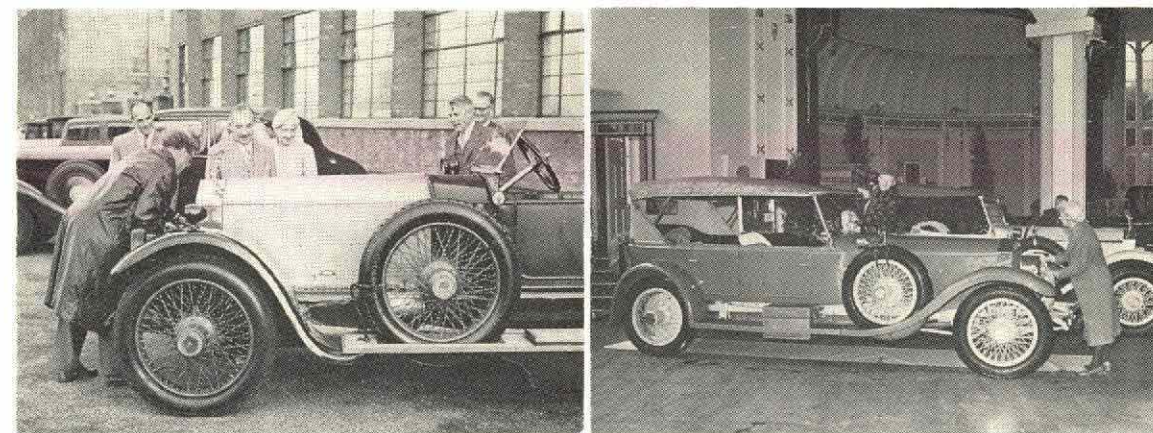
The usual winter season party and annual dinner opened the 1955 season. The first of a series of dinners held at the East Arms, Hurley, was arranged for the 17th May by the Events Committee which now included Michael Vivian, who kindly offered me a place in his tourer, which I happily accepted, hoping to savour the delights of a warm spring evening: in fact, protected by hood and side-curtains I watched torrential rain and high winds be succeeded by snow showers. The inclement weather made the dinner the more delicious!

For the Esso House driving tests on June 26th, however, there was a really hot day and the happy air of the participants was caught on cinema film by Stanley Sears, who, incidentally, was placed first in the age/distance competition and won the potato-in-bucket test.

A visit to the factory at Crewe was arranged for September 30th and on that day a fine range of cars, starting with the Neales' 1910 double-enclosed limousine, was lined up for the Company's photographer to record. One happy picture shows Eric Dudley pulling up the starting handle of his 1915 40/50 watched by a knowledgeable group including 'Doc' Smith and Roney Messervy. It was, incidentally, in the following spring that Messervy (Msy) presented the Club with the trophy that bears his name—a silver salver. Members were shown around the works and found as much to fascinate them there as their hosts found in the cars that were on display.

By present day standards the circular for December 1955 contains some plums to make the readers' mouths water: a choice of Silver Ghost chassis—£50 for a 1913 or £45 10s for a 1921 "with a good mascot"; a 1922 Mulliner tourer at £275; a 20 h.p. Hooper coupé at £400. The membership now stood at around the 200 mark with 121 cars: 36 20 h.p. (6 cyl.), one 20 h.p. (4 cyl.), 37 20/25, 3 25/30, 2 Wraith, 21 Silver Ghost, 5 P I, 9 P II and 8 P III; the subscription remained at 10/-. The principal summer meeting in 1956 was at Old Warden Park, where members gathered to inspect the historic early aeroplanes and motor-cars preserved by the Shuttleworth Trust—a collection that has slowly gone from strength to strength in the subsequent years.

1957 was notable for the first American participation in a 20-Ghost Club event—the start of a felicitous relationship culminating in the recent and highly successful tour described in the last Record. The occasion was the Silver Ghost Jubilee Rally (12th-14th September) when Webster Woodmansee and Frank Hand brought their open Brewster-bodied cars to join the 20 British entries



Eric Dudley pulling up, watched by Roney Messervy
Crewe, 1955

Buxton 1957: The Woodmansees prepare their Springfield
Silver Ghost for the Concours

ranging from 1907 (R.R. Ltd., J. P. Smith, and Adrian Garrett) to 1925 (John Hampton). Many are the stories, or legends, remembered from this event, but one fact is indisputable: for much of the time it was wet. On the Thursday afternoon the cars assembled at the R-R sports ground at Derby and then drove to Buxton. The next day there was a concours after which the cars drove to the top of the "Cat and Fiddle" to be photographed and on Saturday proceeded to Crewe for driving tests. Such were the celebrations which had been planned to mark the 50th anniversary of Silver Ghost's famous trial.

Our transatlantic guests duly arrived but had, perhaps, been rather misled by the grandiloquent name of the hotel on which the festivities were centred, to expect air-conditioning and a warmed swimming-pool fringed with palm trees; they found an unmodified example of Victorian splendour whose ceilings provided iced water without request and whose windows did not so much keep out the autumnal gale as to channel it to a high-pitched whistle! But without question they enjoyed it all hugely. By a masterstroke the organisers arranged for the concours to be held inside the Pavilion which at once provided a dry, elegant and appropriate setting. And from the legendary past of pre-1914 motoring there came a surviving and legendary figure—James Radley.

It was, of course, entirely appropriate to take the Ghosts up the "Cat and Fiddle" to produce a counterpart to the famous picture of Silver Ghost with three companion 40/50s taken there in 1907; it was entirely appropriate for such an occasion that Mr. Radley should drive Silver Ghost. The road is a fairly narrow and somewhat steep one, affording impressive views for the passengers to admire. However it seems unlikely that on the return trip Mr. Radley's passengers appreciated the views to the full for, leaving the rest behind, he flung Silver Ghost through the wet corners in a way that showed that the fire behind the Alpine successes of 45 years earlier was still alight and, indeed, could burn strongly.

Another matter for nostalgia was the talk given in March 1958 by Osmund Rivers of Hooper and Co. for it was not long afterwards that the famous name disappeared from St. James' Street. Mr. Rivers' pictures stimulated some of us to start polishing for the Concours held in June at Longleat. A memorable summer event held in delightful conditions—all praise to the Events Committee which now comprised John Anderson, John Hampton and Bill Matthews.

The sight of rows of Rolls-Royces lined up before that magnificent Elizabethan house was indeed a memorable one. On that day it somehow seemed exactly right that we should all be in Wiltshire for that particular event. Prize winners included Harry Fergusson-Wood (with Jack Barclay's 1910 car), Fred Watson (1911), Bill Cook (P III), C. G. Duce (P II) and Hugh Keller (20 h.p.). Later that summer Mr. and Mrs. Clifford Meachen gave a garden party for us at their most elegant house, Linden Hill. The afternoon scene—croquet played on the lawns below the terrace with cars such as the "London to Edinburgh" and the "Lonsdale" in the drive conveyed just the effect of the Charles Sykes drawings in the old catalogues.

The 20-Ghost Club was by now beginning to attract a little attention. Longleat was recounted at length in the evening newspapers; pictures of the Silver Jubilee rally appeared in the national dailies, and a Mr. Fred Majdalany devoted four columns of the Daily Mail to the Club, ending with "any history of Britain's Twentieth Century folklore will be incomplete without a chapter on the 20-Ghost Club—this memorial extraordinary to Royce, the man who came closest to giving machinery a soul." Such words would seem a fitting ending to these historical notes for in 1959 there came John Anderson's short-lived, but much appreciated, "Newsletter", and the Club's activities were recorded as they took place. The attendance at the dinner exceeded 100 for the first time and in April a pleasant social gathering at Hurlingham saw 33 cars assemble including, for the first time, Stanley Sears' Wraith and Fred Watson's P II. The concours was held at Stanford Park at the invitation of Lord Braye—again it was a warm summer day in the best tradition.

Thus at the end of its first decade of activity, the Club could be well satisfied with the way in which its objectives had been realised and could look back upon some notable and successful events.

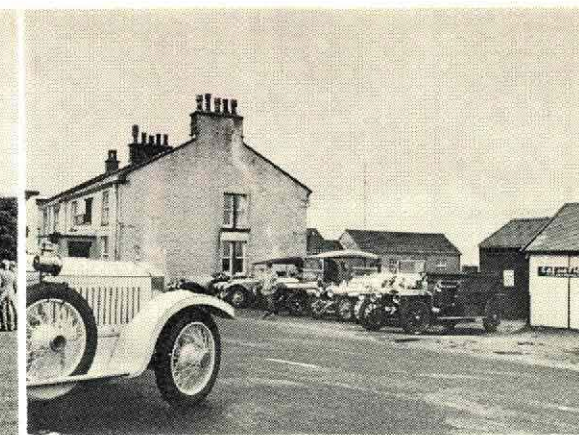
The success of such an amateur organisation must always reflect the enthusiasm and ability of those who devote to it their time and energy. Throughout this decade the Club's President was Stanley Sears, and Fred Watson the Hon. Secretary and Treasurer. Adrian Belsey was the first Chairman and Frank King the original Librarian. Prominent among those on the Committee, or who served the Club in other ways, were the late John Castle, Beryl Castle, Jack Frost, Bill Cook, John Anderson, John Hampton, Bill Matthews and Michael Vivian; at the end of 1959 the Events Committee was re-organised by its new Chairman, John Dymock-Maunsell and Ian Hallows took over the "Newsletter" which re-emerged as the "Record".

The tradition continues.

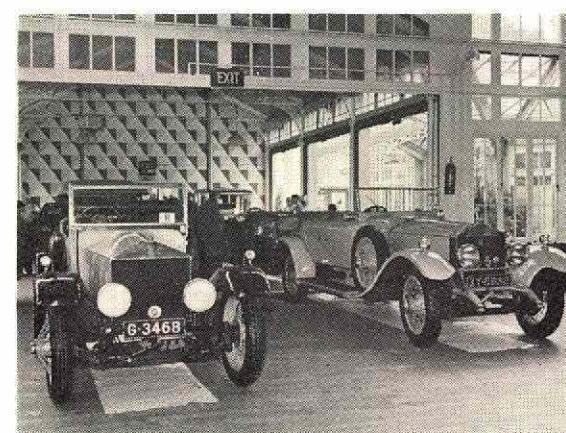
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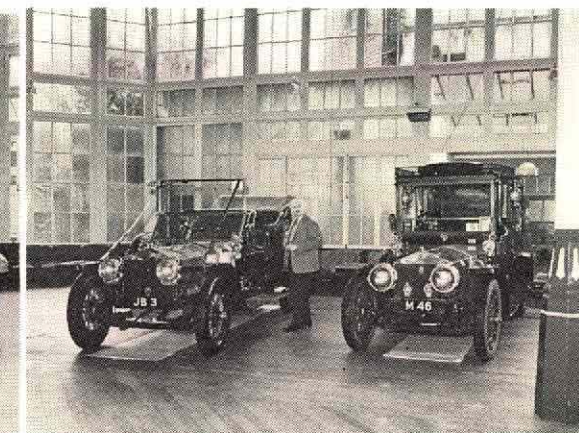
Silver Ghosts assemble at Derby sports ground at the start of the 1957 rally



Silver Ghosts at the Cat & Fiddle Jubilee Rally 1957



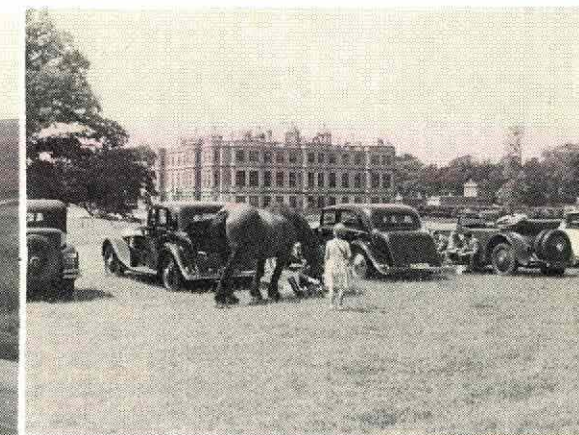
Elegance in the Pavilion: Lord Bruce's 1911 Silver Ghost and John Hampton's 1925



Harry Fergusson-Wood with JB 3 and Fred Watson's 1911



Silver Ghost on the "Cat and Fiddle"; Radley at the wheel 1957



Longleat 1958. No lions in those days. Only a passing horse came to join the picnic (Robin Barnard)



Officers and Committee

MASTER: S. E. Sears
PRESIDENT: W. F. Watson
VICE-PRESIDENT: A. J. Belsey
CHAIRMAN: Frank Hellings
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. Co-opted: F. Hellings; C. Meachen;
R. W. Colton; L. H. Jamieson; D. W. Hellings; F. A. B. Valentine.

GENERAL PURPOSES COMMITTEE

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

OTHER OFFICERS

Hon. Technical Liaison Officer: J. G. Hampton
Hon. Historian and Librarian: R. O. Barnard
Hon. Solicitor: Frank 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. Binders for the Record available from the Editors 17s 6d each post free.

SALES AND WANTS

(10/- for each 50 words)

FOR SALE. Silver Dawn 1955 Chassis SVJ 77. Superb condition with receipts for £1,500 all
spent in last three years. Full history from new and I am second owner. £2,500 present insurance
value. Price £2,500, no offers.—T. H. J. Eastwood, 22 Park Road, Alrewas, Burton-on-Trent, Staffs.
Tel. Alrewas 467.

20-GHOST CLUB RECOMMENDED HOTELS

THE FRENCH HORN, Sonning-on-Thames. Berkshire. Tel: 2204. Absolutely first-class and
not too expensive.

THE EGREMONT, Williton, Somerset. Tel: 500. Very comfortable. Very pleasant owners who
used to run an old 20/25 shooting brake.
(Contributions by John Oldham).

FUTURE EVENTS, 1970

Saturday, January 31st	Dinner-Dance, Hyde Park Hotel.
April. (Date not yet fixed)	West Country Luncheon.
Sunday, May 24th	Concours d'Etat.
Thursday, June 18th to	Tour of Scottish Border Country.
Monday, June 22nd	Driving Tests, Sandhurst.
Sunday, July 19th	Visit to Wilkinsons (Coach Builders) Derby and Skew Water
Saturday, August 15th and	Ski Club.
Sunday, August 16th	
Friday, September 4th to	Cross-Channel by Hovercraft and visit to Champagne country.
Monday, September 7th	Visit to hospital or training centre for handicapped people.
Sunday, September 20th	Home Counties Luncheon.
October. (Date not yet fixed)	

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 Midland Rolls-Royce Club welcome our members at all their events. Details
available from the Hon. Secretary, Miss Susan Taylor, 49 Wolverhampton Road South,
Birmingham 32.**

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

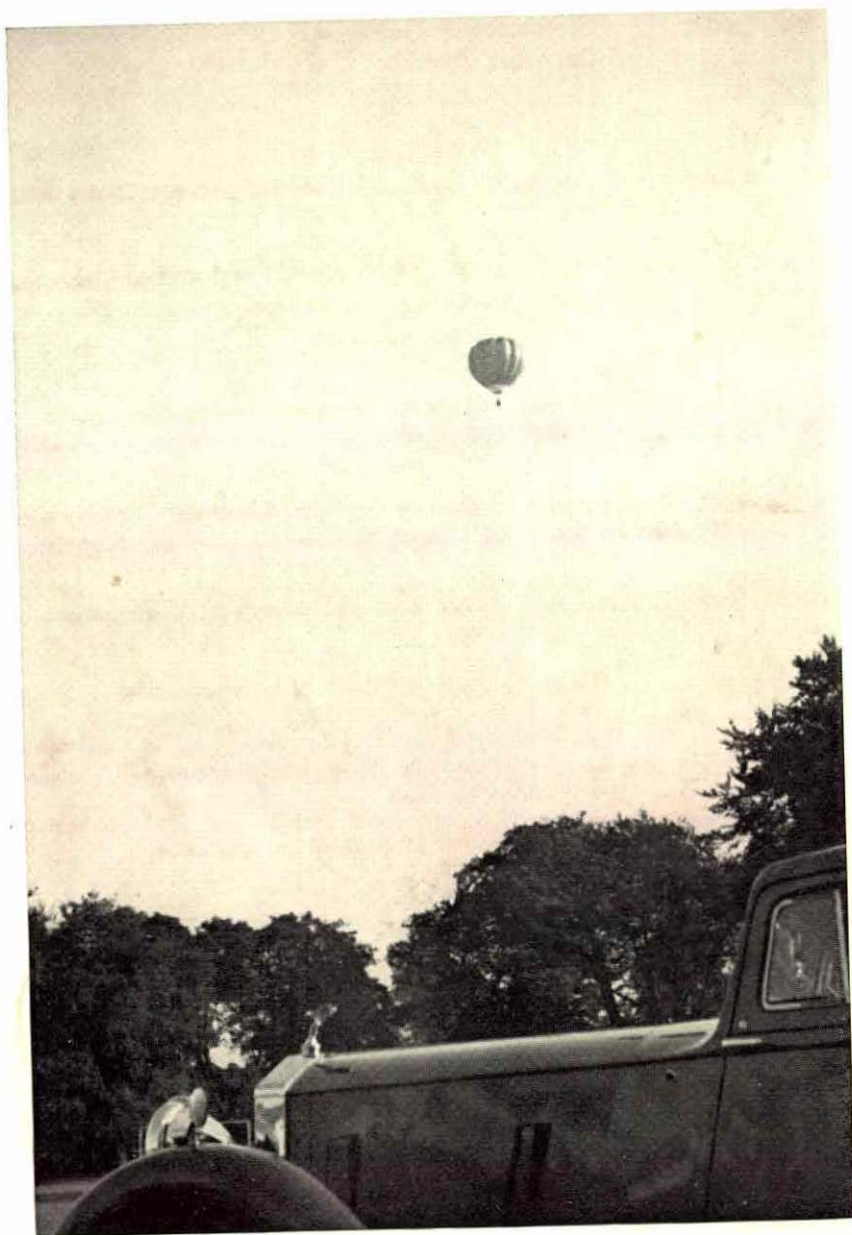
Friday, April 3rd to	Betws-y-Coed N. Wales. Welsh weekend.
Sunday, April 5th	Rally. Royal Naval Air Station, Yeovilton.
April *	Midland Hotel, Manchester. Rolls met Royce Dinner. Presentation
Friday, May 1st	by the Company of a wall plaque. Dinner-Dance. Tickets
	about £4 per head.
	Penshurst Place, near Tonbridge, Kent. Pageant of Motoring.
	In aid of Seven Springs Cheshire Home.
Sunday, May 10th	
Wednesday May 27th to	Scottish Tour.
Wednesday, June 3rd	Blenheim. Concours and Rally. This is a special Silver Ghost
Sunday, June 14th	Festival year.
June *	Crewe. Rally on the Company's Sports Ground.
July *	Audley End, Essex. Rally with buffet luncheon.
August *	Arundel Castle, Sussex. Rally.
August *	France. Vichy Tour.
September *	Stowe School, Bucks. Concours d'Etat.
September *	Eire. Tour organised by Irish section.
Sunday, October 4th	Dorset. Rally at Royal Armoured Corps Tank Museum.

* Date to be confirmed.

A National Rally is also being held at Stapleford Park, near Leicester. Details of this and a
number of section events await confirmation. Those interested should apply for details to the
Hon. Secretary, R-R E.C., Lincroft, Montacute Road, Tunbridge Wells, Kent.

NEW MEMBERS

DENTON, H. M. and Mrs., Greywalls, Farndish, Wellingborough, Northants. Tel. Rushden 3495.
H EVERNDEN, I. E., M.B.E., 8 Culimore Close, Southcote Estate, West Wittering, Chichester, Sussex.
Tel. West Wittering 3326.
H YOUNG, A. P., Rolls-Royce Inc., West Englewood, New Jersey. 07666. U.S.A.



Up, Up and Away . . .

. . . Hot Air Balloon at Camberley