



THE 20-GHOST CLUB RECORD

Vol 11 No 1 1970



READY FOR THE SEVENTIES

CONTENTS

<i>Just for the Record (Editorial Notes)</i>	1
<i>Of the days that were . . .</i>	2
<i>. . . those were the days!</i>	3
<i>Annual General Meeting</i>	4
<i>Members' Cars Described—No. 4</i>	5
<i>Annual Dinner Dance</i>	7
<i>Recommended Routes</i>	8
<i>F. E. Remembers: Part II</i>	9
<i>New Plan for Spares</i>	11
<i>A Phantom II in the Pyrenees</i>	12
<i>Trophy Results 1969</i>	15
<i>La Rolls et la Légende</i>	16
<i>Of Nuts and Bolts</i>	16
<i>The Story of GGP 28: Part III</i>	17
<i>The Green Goddess</i>	19
<i>Officers and Committee</i>	20
<i>New Members and Changes of Address</i>	21
<i>Future Events</i>	Back cover

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

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WANTED: An Honorary Auditor for the Club. Would applicants please write to the Treasurer.

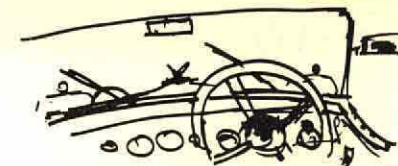
REMINDER: Have you altered your Banker's order to £5 to meet the new increased subscription?

APPEAL: If you have no Banker's Order, could you please arrange for one. This would greatly ease the work of our over-burdened Treasurer.

WARNING: Have you in fact yet paid your subscription for 1970? If not, this is the last copy of the Record that you will receive.

SALE: The Master, Stanley Sears, has decided to part with certain cars in his stable. Enquiries may be made to J. G. Sears, Esq., Uphall Grange, Ashill, near Thetford, Norfolk. Telephone, Holmhale 236.

Just for THE RECORD



We hope that readers will like the new appearance of the cover page. It has really been forced on us by the undeniable fact that motor cars tend to be longer than they are high, whereas the front page picture space has so far always been higher than it is long. This is excellent for a picture of the front of a London bus, but not at all suitable for portraying a line of Rolls-Royces, or even a close up of one from its best side angle.

Almost all pictures submitted to us are horizontal, which has so far automatically debarred them from the front page. Our choice of cover picture has thus been severely limited. The new format will enable us to choose from a much wider selection, and, we hope, encourage members to send in more pictures. Colour transparencies of a good standard are acceptable, as well as coloured and black and white prints. The new events teams will in future arrange for reports for the Record of the meetings for which they are responsible, but it is still left to volunteers to produce the photographs which will make these reports come alive. Here again, we can only hope for everybody's co-operation. All pictures, negatives and slides are carefully kept and returned in due course.

In conclusion, we should like to express our warmest thanks to George Frost for his kindness in drawing for us a splendid collection of his delightful Rolls-Royce sketches. Some of these can be seen on our new front page and elsewhere in this issue. Others have already appeared.

A new office of Club Recorder appears in our list of officers of the Club on page 20. Clifford Meachen, who recently joined the Committee, has very nobly accepted the appointment, which involves collating, co-ordinating, correlating, computerising, slide-ruling, square-rooting, and finally recording the results of the various Club competitions in order to find the annual Trophy winners.

We are sure that all members will wish him well in his daunting task.

Inserted in this issue you will find a form asking your views on the future of the Club as it enters the Seventies after 20 years of existence.

We hope that all members will co-operate in filling this in and returning it to us without delay. The ideas and suggestions that we confidently expect to come flooding in should be invaluable to the Committee in making plans for our future activities.

Harry Fergusson-Wood tells us that he has a number of copies available of a booklet commemorating the Centenary of James Young Ltd., the famous coachbuilders. It is full of fascinating pictures and reading, ranging from a photograph of the original James Young Bromley Brougham, with a description of it by a reporter of the Bromley District Times of 1870, to an illustration of James Young coachwork on a Rolls-Royce Phantom V chassis.

There is a particularly interesting description of the famous James Young sliding door designed in 1935 by Mr. G. H. Wenham, then the firm's works director, who was sitting at a table in the Champs Elysées in Paris when he saw a woman pedestrian knocked down by the sudden opening of a car door. He there and then drew plans for a parallel opening door, and there is a picture of one of them fitted to a Phantom III.

If anyone wants a copy, please write with all speed to H. Fergusson-Wood, Aubrey Lodge, 7, Mostyn Road, Merton Park, London, S.W.19. It would probably be appreciated if applications were accompanied by a 4d. stamp.

The attention of members is drawn to the dinner-dance being held at the Midland Hotel in Manchester on Friday May 1st to celebrate the first meeting of Rolls and Royce. All Clubs will be represented, and it should be a famous occasion. The Lord Mayor of Manchester will be present with senior executives of the Company, and a memorial plaque will be unveiled.

The dinner is being organised by the R.R.E.C., and is listed under their invitation events on the outside back cover of this issue.

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

Of the Days that were . . .

Frank Evershed's first article on his career with Rolls-Royce, where he started as a Premium Apprentice in 1926, retiring as Assistant General Sales Manager, Motor Car Division, has prompted **GEORGE CLEGG**, now 83 years old, and, in his own words, "the only articulate survivor of Cooke Street", to write the amusing article below on one of the many Premium Apprentices he came into contact with.

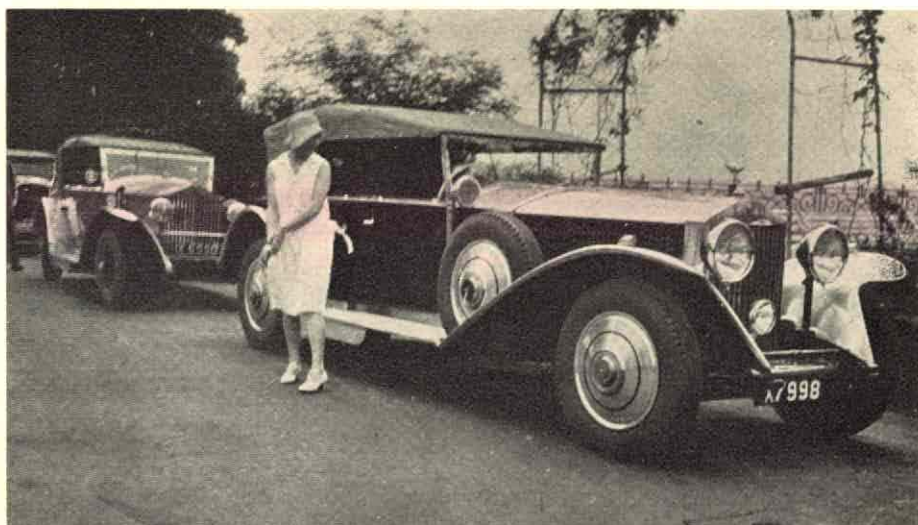
F.E.'s article has excited many nostalgic memories, and the names he mentioned are all well known to me. Frank Evershed started at R-R in 1926. Some 20 years before that (February 27, 1906) I started at Royce's (the real Royce's as the Company had not then been floated).

I made carburettors under Billy Ellis and after the removal to Derby in 1908 I came in contact with many Premium Apprentices. They had to come to me for a course on carburettors, and there were some very engaging characters among them, one of them being the Master of Sempill (son of a Scottish Lord).

He came in one morning with a short shaft with trunnions on one end saying "Look here, Clegg, this is the cardan shaft of the De Dion Bouton of my friend Dr. Hogg of Shardlow. I am going to make another. How am I to set about it?" I said "Let's get it on the bench, measure it up and we'll get a piece of nickel steel that will clean up to it". "How am I to get that?" he asked. I said "Put it on a green requisition slip, give it to Ellis (the foreman) to sign, and if he asks what you want it for tell him it is for a mandrel for George." He made the slip out, and took it to Ellis, who asked the question and was told the tale. Then he signed it, and Jim Roney, the storekeeper, sawed it off for him.

He came back with rather a hefty chunk of metal in his arms and anxiously asked, "What are we going to do with this now?" I told him "We'll get it centred and machined." I made out a list of operations and their sequence and told him the operators (chiefly on night shift and I knew them all) who would oblige. Well with half a crown or two and a few florins, bobs and tanners distributed appropriately we produced a beauty, a real R-R job. It went into position beautifully, and Dr. Hogg was delighted. So pleased was he that he sent a big box of De Dion components labelled "To Mr. Sempill for attention". This blew the gaff, and Sempill was on the mat. The upshot was that Wor sent him to John de Looze with the suggestion that Sempill's indentures be cancelled and de Looze did just that. But he was a kind man and he delivered a homily to Sempill, advising him to go and find a job more appropriate to his talents as he would never make anything as an engineer. In fact he joined the R.N.A.S. (before it was merged with the R.F.C. to form the R.A.F.), rose to be Chief Engineer of the R.N.A.S. Air Board, and finally became Aeronautical Adviser to the U.S. Government!

G.E.C.



. . . those were the Days!

BILL MORTON, who has been with the Company since 1924, and is now official historian, has also sent us a long letter full of interesting anecdotes together with the unique picture shown here of the famous airwoman Amy Johnson taken with demonstration Phantom II's in Bombay in the '30's. This was very kindly lent by Laurie Shepard, another retired R-R car man who was in Bombay at the time.

The second part of F.E.'s memories appears on page 9.

May I offer you, and through you Frank Evershed, my sincere appreciation of Frank's article on his early experiences at the R-R Derby works at Nightingale Road. How extremely refreshing to read an article every single item of which is authentic in substance and detail, for I too was there, and it stirred up many pleasant memories. I well remember Frank spending three months of his premium apprenticeship on the carburettor fitting section of No. 1 shop, where I was then located. Among all the "Premiums" of his period, he was the most intensely interested and industrious and he was highly thought of by Wormald, the Works Manager. One of his hobbies at that time was photography, in which he had acquired a considerable degree of skill. Tall, dark, slightly stooping, (perhaps through banging his head on door lintels) and always charming and pleasant, he was by the end of his apprenticeship persona grata throughout the whole Derby organisation, and is still remembered by the surviving "old hands" whom I contact from time to time in the course of research collecting bits of my "jigsaw puzzle", which one day soon I hope will emerge as Vol. II of the proposed trilogy, now to be a quartet.

Upon reading the article and studying the photos I thought "There's one chap who'd be interested in this," old Jack Pepper, retired head tester on the 40/50 Phantom road test section who is seen on page 5 (back to the camera) with Vaughan Lewis (now head of the Crewe Experimental Garage) preparing a Phantom III for its Stage 5 or final road test. Sure enough Jack was indeed delighted to see this "Page from the Past" and read the article. He was my "chief" for the two years I spent road testing Phantom II's before joining W. E. Maddocks' staff in London at the R-R car school. Here again I was to keep contact with Frank Evershed, for he was now on the sales staff at Conduit Street, sending us "customers" to train on Rolls' car maintenance and driving.

On the outbreak of World War II I was immediately transferred back to Derby, whilst Frank joined the R.A.F. and became an Engineer Officer. My old works (craft) apprenticeship skills were immediately put to good use in the job most urgently needed at that time, viz. building Merlin aero engines for the R.A.F.'s Hurricanes and Spitfires which were to be so valuable in the Battle of Britain. With this issue settled the need now was to train the R.A.F. maintenance and flying personnel to look after and operate the newer marks of Merlin engines, so for me it was back to teaching in the R-R aero engine school at Derby, and here again our paths crossed, for Frank, now in R.A.F. Flight-Lieutenant's uniform, came up to Derby for an Engineer Officer's course at the school.

I will not anticipate his subsequent chapters by mention of Frank's post-war activities. Derby and aero engine activities claimed me until 1968, when my responsibilities were widened to Company P.R. activities. Recently I received a letter which should interest and touch any genuine Rolls-Royce enthusiast. During Royce's early married years he and his wife adopted an orphaned niece who made her home with them until she married and became Mrs. V. H. Maynard. This letter was from this dear old lady who had had the misfortune to lose her treasured copy of Max Pemberton's "Life of Sir Henry Royce". We have already tried hard for many weeks now and without success to secure a secondhand copy with which to make good this loss. If there is a member who has a copy he or she is prepared to sell or donate for this purpose I would be grateful for their help. It can be arranged for any person who can help in this way to present the copy personally to the late Sir Henry Royce's niece, and for the presentation to be recorded photographically. It would involve a journey to Bexhill on Sea, with transport provided up to 100 miles each way.

There has been great interest recently in private plane flights to Australia for prizes. Older readers will remember the great woman pioneer aviator Amy Johnson, among whose "firsts" was a solo flight to Australia in a single-engined wooden de Havilland Moth with open cockpit.

On her way back to England by boat Amy had a few hours in Bombay, and it fell to the late Raymond Chandler, head of the Rolls-Royce Bombay office, to meet the intrepid Amy and show her the sights of Bombay using one of the Company's P II demonstration cars. The picture of her shown opposite with escorting P II's was taken by Chandler himself.

C.W.M.

Annual General Meeting

December 10th, 1969

An increase in the annual subscription and the offer of a new Club Trophy were among the main features of a rather sparsely attended 20th Annual General Meeting deftly conducted by our new Chairman Frank Hellings.

The new Trophy has been offered by Dick Honnywill, and will be for the best job of restoration done by a member. The offer was gratefully accepted, and it was agreed that the Committee should consider and decide on the method and conditions to be adopted for eligibility, and also the question of the introduction of "probationary members" which might be involved.

The proposal to increase the subscription, which was also involved in consideration of the Accounts, was then raised. It was recognised that the main financial burden was the "Record", but most of those who spoke stressed its importance to the Club, and felt that it was well worth its cost. There were some suggestions that alternative quotations should be obtained, and it was agreed that the Committee should explore any possible economy measures.

Melanie Munro pointed out that if members wanted the present fuller and lavishly illustrated magazine there was no option but to pay the high cost involved. She and her husband had been fortunate enough to find excellent printers "on their doorstep" charging the same basic rates as the previous printer in Suffolk, and they knew from experience that to employ a printer at any appreciable distance from their home would make it difficult to maintain present standards.

The increase in the subscription and adoption of the audited accounts were unanimously approved, and Frank Hellings then proposed that Fred Watson be re-elected President. This was approved with general acclaim. Fred expressed his thanks, and agreed to carry on, but stressed that in his view there should be a new President every three years. Fred was then unanimously re-elected Secretary and Treasurer.

The Chairman spoke with regret of the retirement from the Committee of Dick Honnywill, "a magnificent member". It was good to know, however, that Dick would continue to make himself responsible for the annual west country event. Frank and Dorothy Hellings were then re-elected to the Committee, both being eligible.

Two new Committee members were then proposed and seconded by Ivan Yates and Ralph Harrison. The newcomers are Clifford Meachen, for long an active member of the Events Committee, and Anthony Heathcote.

Finally it was announced that Mr. McHaffie, the Honorary Auditor, wished to be relieved of his office. Great regret was expressed at this, and Fred Watson proposed a vote of warm thanks for his splendid work in the past which was seconded by Frank Hellings. As there were no immediate suggestions for a successor, the matter was left to the Committee.

With this the meeting concluded.



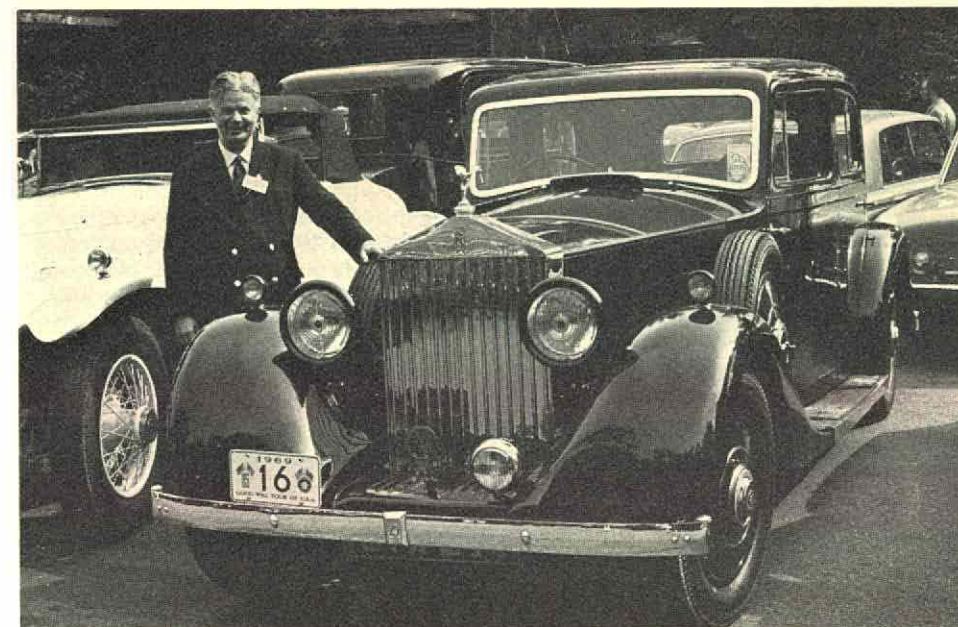
HIDDEN DEPTHS

I have always regretted that, at some time in the past, the coachbuilder's plate on the skirting inside the nearside door of my car had become loose and got lost. Last year, when parking in the Sloane Street underground garage I noticed the owner of a 25/30 arriving to park at the same time. On getting into conversation with him I discovered that his was also an Arthur Mulliner and that he had two plates, one behind each door. When he heard that I did not possess even one he immediately offered to give me one of his. The screws holding the plate were well rusted in, but when eventually it swung loose we were amazed to discover that a very neat and ingenious recess was revealed forming a beautiful secret container. Perhaps other Mulliner owners might care to investigate what lies behind their plates. Who knows what secret and long forgotten riches might be revealed.

A.H.

Members' Cars Described

(No. 4 New Series)



(Stanley Randal: New York)

Model:	20/25
Chassis No.:	GOH 48
First Reg.:	1935
Coachwork:	Connaught
Present Owner:	R. David Dale

Owner's Remarks:

The time had come in 1965 to replace our 1927 Twenty, which had a tattered replica body and a cylinder block which had disintegrated. We were advised to seek advice from the late Shane Chichester, whose life was dedicated to his love of all things connected with Rolls and Royce. To my amazement, he greeted my first visit to him in May 1965 with: "We have met before" and produced a copy of his report to the Company dated 18th September 1924 on my late step-father's 1920 Silver Ghost Maythorn Tourer (Chassis 43-AE Regn. No. R 4597). Chichester recalled that there was a nasty little boy interrupting his inspection by asking a lot of questions. . . . We had indeed met before.

During our discussion at his home at "The Rough", Tilford in Surrey, when his wife plied us with the most excellent tea, he suddenly said: "We have a 1935 20/25, which we've used for some years as the family car and which we no longer need—perhaps we could agree on a price" . . . and very generous to me it was. So GOH 48 and its Connaught Saloon (with Division) was transferred from the Chichesters to the Dales with engine and chassis in the prime condition, which only Shane (assisted by his aide Andy Stride) would allow to pass. The body was all black and definitely had a lived-in feeling about it: it had also had minor encounters fore and aft. I promised Shane that I would make everything good and preserve the car, which he and his family had so much enjoyed.

It's a long way on from a 1920 Silver Ghost Maythorn Tourer to a 1935 20/25 Connaught Saloon, but these are the cars of Dale & Stepson (no connection whatever with any other firm of the same name!). The coincidence of the meeting with Shane Chichester may permit me to expand a little on the Ghost, whose present whereabouts are unknown. It was a wedding present to my mother on her second marriage—she is seen in the picture on honeymoon in 1921 with my step-father outside an hotel in Vernet-les-Bains (Pyrénées) being bade farewell by the manager,

M. Richard. In the back is my late step-father's chauffeur, G. P. Goodair, who secretly taught me to drive in that Ghost, with blocks on the pedals and masses of cushions—I was scarcely four feet high and seven years old.

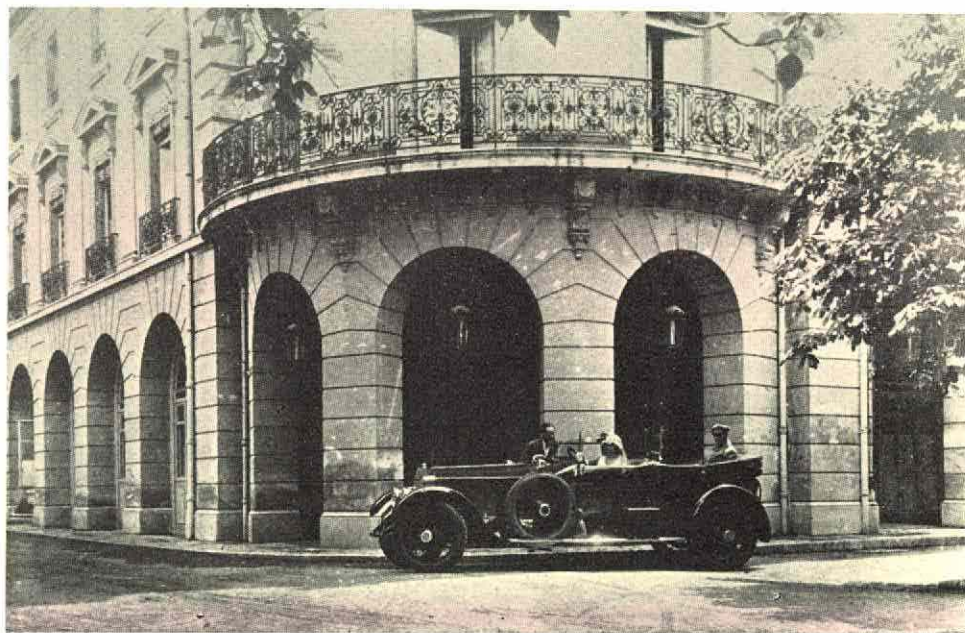
It was Percy Goodair who really started the vertical radiator shutters, which grace all Rolls-Royces today. The edge of his shutter framework on the radiator can just be seen in the picture. The shutters were in two separate upper and lower sets, both operated by hand from two quadrants mounted on the dashboard, to which they were connected by Bowden cable. Painstakingly during his waiting hours on duty, Goodair shaped each aluminium vane of the shutters, until all were complete. Shane Chichester brought this development to the Company's notice in his report, with the words:

"Goodair seems an exceptionally capable and excellent man and has on his own introduced two fittings, which are worthy of record.

"In the first place he has made and fitted radiator shutters: the shutters are vertical and in two halves. They appear to be a very good job and I was assured that there was no rattle. A further interesting point is that this car has been used a great deal abroad and on hill-climbing, but there has been no case of boiling. Before however when the driver used blanking plates he was several times troubled with boiling. There is no thermostat.

The second item is a smaller matter, i.e. a small handle—perhaps 2" long—fitted to the plug in the Governor casing for facilitating removal for lubrication. I have quite often heard complaints about this plug, so this arrangement would seem to be of a type that would be popular."

It would be wonderful to know where 43-AE is today with its registration number R 4597. I nearly had a heart attack a few months ago, when I saw a decrepit old Ghost chassis lying in a garage in the Midlands with the rusting number plate R 4596. . . .



Honeymoon Departure

To return to GOH 48, we were only a few miles from Tilford with our newly acquired treasure, when a Surrey police motor-cyclist coming towards us swung round and brought us to rest. "It's not often we find a Rolls-Royce with its licence out-of-date" commented this observant and eager young man, who was openly disappointed to learn that the tax had already been paid, although the new licence had not arrived.

The first 17 years of GOH 48's life were in the possession of a Mr. Leopold Charles Harvey of Spalding. On his death in 1952 it passed into the hands of Abbots of Farnham (where Andy Stride was working at the time) who used it for hire work for three years. From Abbots to Lt. Col. D. R. Carrick-Buchanan in Stranraer for another three years and then through McClelland Bros. of Glenluce to Shane Chichester in 1959.

Immediately after we took it over, we had it resprayed by a craftsman, Edward Ellis (at that time with Tilthams of Godalming), who has now laid down his spraygun on being appointed a security officer to the University of Surrey, for which his years of voluntary service as a Special Constable have so well prepared him. It was his aim that the work on GOH 48 was to be the best he had ever done and from comments on the result it can be said that he achieved his object—the original Black overall giving way to Burgundy with Black wings, with hand lining in Rochester red. His work was undoubtedly a major factor in GOH 48 winning the Visitors' Prize in its class at Blenheim in 1968. He was ably assisted by Nick Waring, a Guildford instrument maker, who faithfully copied in brass the rusty wreck of the original lighted rear number-plate box, for which standard replacements had long since ceased to exist—if they ever did.

When and where indeed did Connaught have its works in 1935? The great book on coachwork kills them off in 1931, but, according to GOH 48's original Rolls-Royce order sheet, Howard Godfrey and Co. Ltd. of 45 Stratton Street, W.1, had the present Connaught body mounted on GOH 48 between 28th June and 7th September 1935, when GOH 48 was first registered. This order sheet also states "Delivered on 28/6/35 to Connaught Coachwork by road from L. Hall", and bears an interesting footnote, which reads (underlined):

"This Chassis to be similar to those to be exhibited at Olympia Show 1935".

The highlight of GOH 48's life to date, and surely for all time, was its participation in the Goodwill Tour of U.S.A. 1969. One of the lighter moments was the friendly encounter in a traffic block in New York alongside the very finest 1969 example of "Detroit iron" (to quote our American friends). The chauffeur leaned out of his window enquiring of me:

"How many miles you got on dat—I can't hear de motor."

"About 200,500."

"Waal, on dis one ah got sebben t'ousand on d'clock—and it sound like a bag o' nails".

Annual Dinner Dance 1970

The twentieth Annual Dinner was held on January 31st at the Hyde Park Hotel, London. For your reporter the evening was made the pleasanter by his being taken to the dinner by another member in his immaculate Silver Cloud and once again we were invited to park outside the Hotel entrance, so the night got off to a delightfully carefree start. Regrettably there were absentees—victims of the prevailing virus—and these included those stalwart members, John and Marion Hampton. Nevertheless, the table plan listed 116 members and their guests.

It may be of interest to the Club's members across the seas to mention, in passing, another occasion in 1954. We refer to the Ball held here when Her Majesty the Queen and the Queen Mother were present, to mark the centenary of that Cavalry Charge at Balaklava immortalised by Tennyson. A painting commemorating the event hangs in one of the ante-rooms we used. Incidentally, the Ball was notable for the spectacular uniforms and dresses, some of them heirlooms handed down. So against this background and under the soft lights of the beautiful chandeliers, the scene was set for Fred and Joan Watson to receive the guests and members.

After the Loyal Toast, we were asked to toast the Master, Stanley Sears; the President said how much members regretted his absence that evening but that we all looked forward to meeting him again in England in 1970. The President spoke of 1969 as the year that will be remembered hereafter as the Year of the American Tour and of the marvellous hospitality extended to all by our American friends—a hospitality beyond the power of the Club to repay. In the course of proposing a toast to the guests, the President extended a warm welcome to Mr. Geoffrey Fawn, Managing Director of the Motor Car Division, who, with his wife, had been able to attend an annual dinner at long last.

He was delighted to see, amongst others, Fred and Peggy Kelley, David and Barbara Plastow and Dennis and Joyce Miller-Williams, all from Rolls-Royce. In concluding, the President thanked the Committee Members by name for all the care and time they put into the running of the Club. He recalled the passing of a Committee Member, Captain J. E. Castle, last April. Capt. Castle was a founder member and a most loyal supporter of the Club since its inception. He extended a sincere welcome to Beryl Castle and thanked her for so graciously accepting Honorary Life Membership of the Club. Also he welcomed Adrian Belsey as a Life Member. Adrian was the original Club Chairman until 1954 and Vice-Chairman for nine years thereafter. An especial welcome was

extended by Fred to all new members, and not least, to the younger ones. For when we old ones drop out, it is their lively interest in the Club's activities that will be of paramount importance to its continuing prosperity.

Mr. Geoffrey Fawn then rose to reply on behalf of the guests. He said how proud he was to be a member of the 20 Ghost Club, 'the doyen of Rolls-Royce Clubs'. 1969 really had been a great year for the Club, especially with the trip that was made to the United States. "Only last weekend," he continued, "I was in New York at Rolls-Royce Inc. and your visit is still a main topic of conversation. It did a terrific job in helping to spread the name of Rolls-Royce even further in the U.S." Turning to home events, he spoke of the C.B.E. awarded to the Company's Chief Engineer, Mr. Harry Grylls, for the great work he has done on the Engineering of the cars. He told us of Donald Eyre's impending retirement which will sever the final link with Sir Henry Royce in his West Wittering days. Mr. Fawn closed with several excellent stories of Sir Henry, showing the character of the man.

Our Chairman, Frank Hellings—whom we all welcome on his acceptance of his new office—followed with some most entertaining remarks on the individualisms of the various members and their so differing interests apart from old Rolls-Royces. He also spoke amusingly of the fears of millions of people allayed by the knowledge, when travelling, that they were flying under Rolls-Royce power.

Mrs. Fawn then kindly presented the Club Trophies with Colonel Lovegrove officiating. The Messervy Trophy was taken for the second time by Anthony Heathcote for the best overall marks in the Concours d'Etat and Driving Tests. The Alpine Trophy went to Colonel J. F. Gresham with his beautiful 1912 Silver Ghost, which accomplished no less than 7,537 miles during 1969. Fred Watson took the Dymock-Maunsell Trophy for Rally attendance. Dennis Miller-Williams, Publicity Manager of the Motor Division, carried home the Harding-Rolls Trophy for having done the most for the Club in the previous year; it was Dennis, of course, who drove the original Silver Ghost, 551 (AX 201) throughout the American Tour, and whose work behind the scenes contributed so much to its success. Fred Watson returned again to receive the Stanley Sears Trophy for overall marks in Club events. We congratulate E. L. Flynn for winning the Fergusson-Wood Trophy for new members.

After an interval, while the floor was prepared, dancing to an excellent band continued until well into the 1st February.

C.J.C.

RECOMMENDED ROUTES

From the London area to South Wales

This route is designed to avoid Reading and the dreaded A4, and takes one through much delightful country and some attractive little towns and villages.

You start west on the A40, and almost immediately after Beaconsfield bear left on to the newly opened A40 (M) bypassing High Wycombe. This is a very well landscaped stretch of motorway. After descending the steep Chiltern Hills escarpment which follows, turn sharp left on B4009 to Benson, from where you join the A423 to Oxford. Soon after passing through Dorchester, a charming town with a wonderful Abbey, fork left on the A415 to Abingdon. Keep on the A415 to Kingston Bagpuize, where you turn left on to the A420 to Faringdon. This stretch between Abingdon and Kingston Bagpuize is very dreary, but do not be discouraged. There is much pleasure to come.

Go partially through Faringdon on the A420, but look out as you begin leaving the town for a sharp turn to the right, the B4019 to Highworth. This is a delightful section. Keep on the B4019 until you reach the A419 where you turn right and have a fast straight run to Cricklade. Here you take the B4040 (a tricky dog leg in the middle of the town) to Malmesbury. Keep on the B4040 through Sherston and Badminton to Acton Turville. There look out for a signpost to Tormartin. This takes you along a dead straight unclassified road which brings you out on to the A46 virtually opposite Dodington Hall. About 100 yards south is the entry to the M4 to take you across the Severn Bridge and on to Newport.

This route is not nearly so complicated as it sounds. There are some sections with many bends, but plenty of long straight stretches to make up. For much of the way it is almost traffic free, and for those with a little extra time to spare it provides real old-fashioned motoring through some wonderful country.

I.M.

F. E. remembers . . .

PART II

My four years apprenticeship ended on the 11th April 1930. They had been very happy years working with and alongside some great characters whose skill contributed so much to the lasting qualities and renown of the product. Through their help I had gained much practical knowledge and learnt that only the best was good enough.

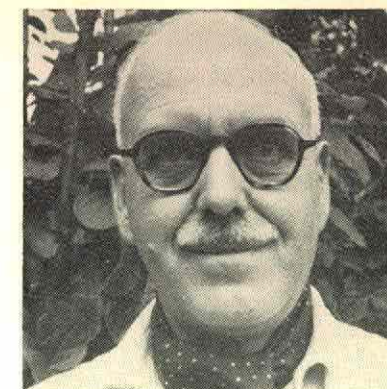
The following day Wor (Mr. Wormald) sent for me. I should add here that he was far from easy to get on with and could be quite ruthless, but he had a kind streak. Without doubt he was held in fear by the majority of the workers and it was quite fantastic to see men strolling up and down the yards vanish when the bush telegraph operated to say Wor was on his way into the works. This is something I will never forget, nor will I forget his clerk, Frankie Gillmore, who used to take a delight in going up to someone Wor wanted to see and saying "Master Wormald wants you", all very sinister and nerve wracking for the person concerned!

But I am digressing. At my interview, Wor informed me that as I had completed my apprenticeship to the Company's satisfaction I would be accepted as an employee and was offered a job as a Tester in the Experimental Garage at £2 7s. 6d. a week which, after a shilling a day for four years, was untold wealth! The Experimental Department under Mr. (later Lord) Hives was self contained with its own machine shops and no visitors ever allowed in from outside. He was assisted by W. A. Robotham (Rm) who later started the Oil Engine Division and was instrumental in its success.

My stay in the Experimental was short lived, for after three months I was appointed Technical assistant to Jack Maddox (Mx) then in charge of Chassis Testing. Mx was the eldest of four brothers, two were testers and the youngest, Elwin, a lecturer at the School of Instruction which in those days was located at Ewell, Surrey. Many Club members will remember the latter as Service Manager at Hythe Road after Ronnie Messervy's retirement. Mx was a character and I often thought he should have been an actor rather than an Engineer. He was double jointed and he would indulge in the trick, when talking to you, of swivelling around at 180° and facing the opposite direction!

MEETING THE MIGHTY

In addition to being Mx's assistant, I was also at the same time appointed Chief Guide. This pleased me immensely, for apart from the interest in finding out why a particular



chassis did not come up to standard, I took a delight in meeting people, and with an intimate knowledge of the works, this part of my make-up came in very useful. Hardly a day passed that I was not required to act as guide; and visitors, who were always welcomed, came not only from the British Isles but from most countries of the world. Such was the fame and attraction of visiting the 'Rolls-Royce works' that the Visitors' Book made most fascinating reading. As a result it was my privilege to meet many famous and interesting people of that era, but probably the most extraordinary encounter occurred when the then High Commissioner for New Zealand, Sir James Parr, visited the works late in 1930. During the course of our conversation I mentioned that I had been born in New Zealand. Naturally Sir James was interested and enquired the place, to which I replied Devonport near Auckland, where my Father was then the Vicar of Holy Trinity. "What a small world," replied Sir James, "I knew your Father very well and carried you in my arms when you were two months old!"

Then there were the great tidying up operations in preparation for the visit of the ex-King and Queen of Afghanistan in 1930 and Prince George, the late Duke of Kent, in 1931, the latter following his brother the Prince of Wales who had visited the works in 1928.

Early in 1931, it became obvious that orders for chassis were declining; the country was in the throes of a slump and it was a tragedy to see the numbers of employees having to be laid off or put on short time, including myself losing a day a week for some three months. But fortunately trade began to improve in the Autumn and work was found for many who had had to be dismissed. This had been a grim period—far worse than during the General Strike of 1926, when during the lay-off I had obtained employment as a loco

fireman on the L.M.S. at £3 15s. 0d. a week plus free tobacco!

I well remember the excitement when late in 1931 it was announced that the Company had purchased Bentley Motors Limited and speculation was rife as to the type of car Derby would produce. Was it to be based on the Phantom II or the 20/25 hp chassis? As time went on the news got round that the new Bentley was being developed from the latter chassis and by the middle of 1932 Wor gave me instructions that certain shops were to be barred to visitors for obvious reasons. Secret Government work was the excuse, and that always worked!

PROMOTION AND MARRIAGE

That year was one of destiny for me. Whilst I thoroughly enjoyed my dual job, I had always set my sights on the Sales Department in London. As I have said earlier, I enjoyed meeting people, and I considered my prospects of advancement better amongst a few than being one of some 4,500 employees at Derby—but how was this transfer to be achieved, particularly as, in those days, Conduit Street housed not only the Sales Department, but Head Office as well. However, luck was on my side, for one day in June Wor informed me that the Sales Manager, Major Cox, was due to spend a couple of days at the works and that he wished me to look after



Engine erection bay. Phantom II in foreground. Circa 1930.

him. Here was my chance, which I seized upon, and the outcome: I was transferred to the Sales Department for Showroom duty on the 28th December 1932.

But 1932 was to see another event which was to shape my destiny. News got round in the Test Department, early in 1932, that the 20/25 4 door Sports Saloon by Thrupp and Maberly, chassis no. GFT 6, exhibited on the Company stand at the Olympia Motor Show of 1931, had been purchased by a Mr. Barnett who lived in the village of Draycott



Gear box erection bay. Note hanging slogan, one of many throughout the works

some six miles from Derby. It so happened that on the afternoon of the 11th February 1932 I had just said goodbye to some visitors when I saw this very attractive car at the entrance and the owner's wife and daughter talking to the Repair Garage Receptionist, Charlie Peach. Something prompted me to draw him aside and ask him to enquire whether they would like to go round the works; then I hurriedly made my way up the yard back to the Top Test. Within minutes of

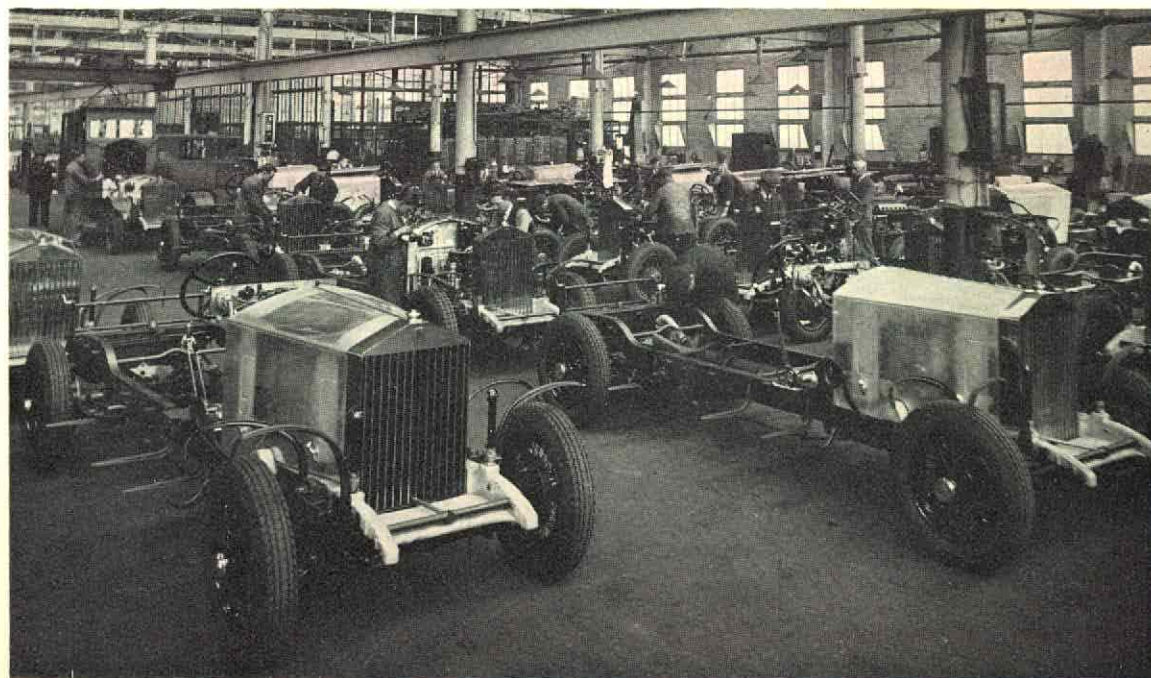
arriving, the phone rang and Wor's secretary announced that Mrs. Barnett and her daughter would like to be shown round the works. And the sequel: we were married in August 1933!

In 1935 my Father-in-law changed GFT 6 for a new 20/25 4 door saloon by Freestone and Webb—chassis no. GSF 54. This was a very attractive car painted black and, most unusual and unique, ebony woodwork lined in pewter!

By a strange coincidence, my wife and I were staying at Ramsgate after the war when we saw, parked at the Harbour, GFT 6. The original light blue paintwork had changed through the years to a dark grey and we were interested to learn from the owner that he had covered some 200,000 miles, with one rebore and change of matrix. As for GSF 54, I have only seen this car once since the war, too; it was parked outside our showrooms, and the then owner was none other than Fred Watson! I must say it was in far better condition than GFT 6 and I believe I am right in saying that it was Fred's first Rolls-Royce—a small world! It would be most interesting to me to know where these cars are now.

F.E.

(to be continued with my memories of Conduit Street.)



"Top Test". Jack Maddox (Mx) standing by pillar

Pre-war Spares : R-R's New Plan

Rolls-Royce are to withdraw from retail sales of pre-war spare parts, and are now looking for a suitable commercial organisation to take over the handling of spares in future. This emerged at a meeting held in January between representatives of the Rolls-Royce and Bentley Vintage Clubs and the Company.

John Craig, Service Director, said that the distributor, when appointed, would order spares from the Company which would continue to maintain stocks. The distributor would have to satisfy the Company in the usual way as to financial stability, quality of management and integrity, and would deal worldwide, including the U.S.A.

It was confirmed that talks were in progress in this connection with Rippon Brothers of Huddersfield, but that if Rippens decided against undertaking the job, others would be approached. It was hoped to start the new arrangement by June or July this year, and whoever was eventually appointed would be asked to arrange a meeting with Club representatives at an early date.

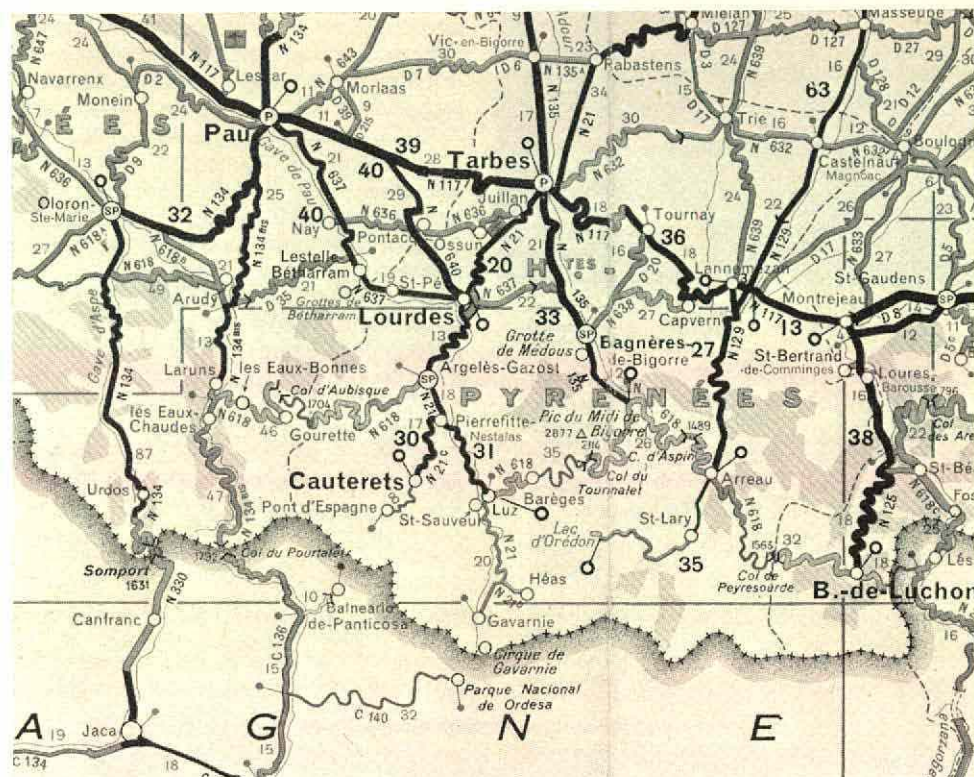
David Plastow, Marketing Director, asked if the Technical Federation, as proposed by Mr. Guerrero of the R.R.O.C. had the support of the Clubs, and it was confirmed that there was agreement in principle. Dennis Miller-Williams, Publicity Manager, suggested that Clubs should look at what gaps existed in published information on pre-war cars and a programme worked out whereby work could proceed concurrently on several models, perhaps by different Clubs.

For those who want to trace the histories of their cars, John Craig said that in most cases it would be possible to supply a copy of the original chassis build card, guarantee date, and the name of the original owner. A charge of two guineas is made for this service for each chassis number.



A Phantom II in the Pyrenees

Ah ! Monsieur, Quelle Belle Voiture pour les Grandes Routes !



The Bay of Biscay being in a comparatively benign mood, we landed at Bilbao full of bacon and eggs and eager for the open road.

It takes an hour to clear Bilbao, but then the N.634 twists through some 60 miles of green wooded hills to the Coast at Deva. We stayed at the Grand Hotel at Zarauz which I can thoroughly recommend both for members and their cars ! There is a good block of garages with pits and water. The food was excellent and the service reflected a charm and dignity increasingly rare in our modern "chromium-plated" society. The beach is directly in front of the hotel ; excellent for the children, but the surf is noisy at night.

Because it faces the Atlantic, this coast is relatively wet and not favoured by our sun searching compatriots. We stayed for three days, two of which were sunny and one cloudy with some rain. The May temperature was ideal, not rising to more than 70°F.

From Zarauz we went inland to Azpeitia and Regil to join the main road (N.240) to Pamplona at Tolosa.

Regil is a picturesque mountain village and the view down the valley from the top of the pass (300 m.) merits a stop. There is a hotel here built in the Swiss Chalet style, although it looked little used. The shrine of St. Ignatius of Loyola is also close to Azpeitia.

From Tolosa the road winds through more mountain scenery to the plain which seems dominated by Pamplona, a large well laid out Cathedral and University City about 2,000 ft. above sea level. If you go later than May, beware of the bulls, which are let loose in the streets.

After Pamplona one leaves the main Madrid road and aims due East for Jaca, passing some fine upland scenery, at least one monastery and skirting the Mar del Pirineo and the valley of the River Aragon.

Jaca has the air of a frontier town and sports an army garrison still using horse and mule transport, which does not look out of place so close to the towering snow clad peaks to the North. From here you can take the easy road (N.330) over the Puerto del Somport (1631 m.) and down the Vallée d'Aspe to Oloron Ste-Marie. I decided that the secondary road to the East (C.136) would be more interesting, so after filling up with 85 octane petrol and checking tyre pressures and water level, we made the Col du Pourtalet (1792 m.) with one stop for road improvement works and two "muffed" hairpins on the Spanish side. These required one reverse, but would have presented no problem to a "Ghost".

We then cruised down to Gabas in complete silence in top gear on a closed governor and shutters (the effect of the controls is really appreciated under these conditions). We climbed in third gear, with second for some of the hairpins.

The scenery on the Spanish side is majestic and awe-inspiring, with great snow covered peaks towering up from the valleys, dominated by the Pic du Midi d'Ossau. Hydro-electric pipelines are quite numerous and there is a ski-station at Formigal.

In France the Vallée d'Ossau is heavily wooded and not unlike Switzerland. Gabas is a ski station until the end of April, so we were the only guests for the night at the Hôtel des Pyrénées, which was quite reasonable, with central heating but no garages. The car park is well sheltered by trees. The distance from Zarauz to Gabas is about 190 miles.



Franco-Spanish frontier (in)formalities



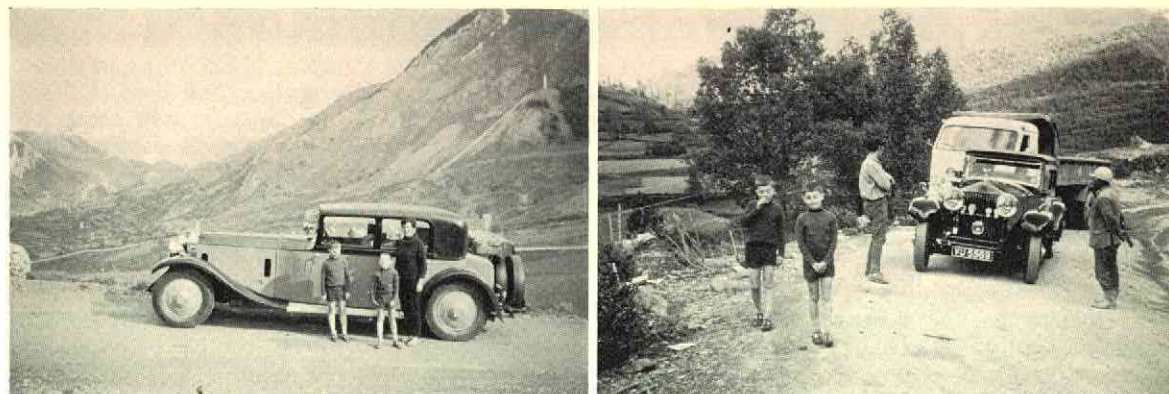
Summit of Col d'Aubisque 1704 m.

The next day we joined the "Route des Pyrénées" (N.618) at Les Eaux-Bonnes and had a fine day's pass storming with the Col d'Aubisque (1704 m.), Col du Tourmalet (2114 m.) and the Col d'Aspin (1489 m.). These passes all have a different character. The first starts with a relatively easy climb through "Swiss" scenery, but then changes its mood and the road is steep at the top, requiring a steady slog in 2nd gear. The view westwards is quite magnificent with jagged snow capped peaks all round ; on the East side of the Col the road hugs its way round the Cirque du Litor and over the Col de Soulor down to Aucun and Argelès Gazost. The Cirque du Litor should only be attempted if you have a good head for heights and a car whose steering and front suspension are known to be in perfect order. There are some sheer drops straight off the road, which is unfenced, of single track width with some passing places.

After Argelès and Luz the scenery changes and the climb to the Col du Tourmalet is set amid grim, grey, awe-inspiring peaks dominated by the Pic du Midi de Bigorre (2877 m.) which has an observatory on it. At the summit we noticed the strange phenomenon of the valley to the West being clear of cloud, whilst the area to the East was completely hidden in mist which could not rise over the Col. We plunged through the mist down to a very pleasant valley and then over the Col d'Aspin (1489 m.) to Arreau. The road here rises through attractive pine woods which seem to be on a very homely scale after Tourmalet !

From Arreau we turned north on to the N.129 and headed out of the mountains for the 13th century village of Castelnau-Magnoac, set very high, as most such villages were to avoid marauders.

I had to deliver an impromptu lecture in my best Yorkshire French on pre-war Rolls-Royce cars to the audience who assembled outside the hotel and in the shade of a statue commemorating Castelnau's distinguished citizens—2 cardinals and a poet.



Mrs. Berry, Nicholas & Tony, & 9GX

A halt for blasting work

We stayed at the Hotel Dupont which I can recommend for an overnight stop. Dinner, bed and Continental breakfast for 4, with a room having two double beds and private bathroom cost £5 4s. Od.—who said France was expensive?

There are several places off this route which merit a visit if time permits, but by their nature, the roads giving access are dead ends. Caunterets, Pont d'Espagne and Gavarnie particularly come to mind, and of course the N.618 can be followed down to the Mediterranean coast. At Gavarnie I believe that the old mule track round the Cirque is being made into a road to connect with the Ordesa National Park on the Spanish side. When this is finished it will provide a most attractive alternative to the existing routes through the Aspe and Ossau Valleys.

A further exploration eastwards on the Spanish side might also be interesting for those seeking some adventurous motoring. A tour of this sort seems to be ideal for a 40/50 h.p. car and the flexibility of the engine produces a feeling of limitless power on long ascents. Going down, the engine gives effective retardation on a closed governor, even in top gear, leaving the braking system free for control or emergency purposes. Whilst 9-GX has a standard 12' 6" wheelbase, I was never conscious of the size of the car, although a 12' Continental chassis would have probably taken the two Spanish hairpins without a reverse being necessary. The undulations in the straight roads of France generally also illustrate the need for the over-riding Hartford shock dampers which were fitted to the front axle of early "Continental" and the overall ride control which followed.

And what about the road conditions? All the surfaces we encountered were metalled or in course of being metalled. There has been a marked improvement in the standard of Spanish roads since my last visit 11 years ago, although there has also been some increase in the volume of traffic in towns. The steep road cambers can be a little disconcerting, although on the open road it is usually quite safe to drive along the middle. The snow-line was about 5,000 ft. (1515 m.) but all the roads appeared to have been open for some weeks. Signs at the bottom of the passes indicate whether they are open or closed.

On the Col d'Aubisque our water temperature rose to 90°, so after the descent, I strengthened the 85 octane Spanish petrol in the tank with "Super" and this reduced it to 80/85° on the other ascents. Some water was lost through the overflow pipes on expansion, and on the descents which seemed to indicate a need for a pressure cap (as fitted to later models) or expansion reservoir as on the Alpine Eagle S.Gs.

The car attracted a lot of technical interest in France.

Notes	Maps for Reference: Michelin Nos. 42 and 85.
	Total car mileage covered on round trip from home (excluding boat journeys).
	Average fuel consumption (85/91 octane)
	Oil consumption (20/50 multigrade)
	Repairs or stoppages
	Load
	Driver and 3 passengers plus full luggage complement and boot rack.

Pictures and story by W.D.N.B.

TROPHY RESULTS 1969

ALPINE

	Model	Year	Mileage	Age	Allowance Model	Total
J. F. Gresham	S.G.	1912	7537	56	4	1,688,288
D. G. Flather	S.G.	1913	3266	55	4	718,520
W. F. Watson	S.G.	1913	2653	55	4	583,660
J. H. Coleman	P I	1928	4203	40	3	504,360
W. D. N. Berry	P II	1931	3967	37	3	440,337
L. Taylor	P I	1927	2250	41	3	276,774
R. B. Honnywill	P III	1936	2398	32	3	266,178
S. J. S. Boord	20/25	1933	3751	35	2	262,570
W. A. L. Cook	S.G.	1912	1125	56	4	252,000
N. M. Taylor	P III	1937	2696	31	3	250,728
J. W. Howes	20	1929	2500	39	2	195,000
Mrs. F. Hellings	20	1927	2225	41	2	182,450
H. M. V. N. Smith	20/25	1935	2586	33	2	170,676
P. Taylor	20	1927	1766	41	2	144,812
I. Munro	25/30	1936	1736	32	2	111,104
C. J. Curtis	25/30	1936	1526	32	2	97,664
C. M. G. Keeping	25/30	1938	1394	30	2	83,640
W. F. Watson	P II	1935	732	33	3	72,468
J. I. Yates	Wraith	1939	1131	29	2	65,598
Mrs. M. Munro	25/30	1937	635	31	2	39,370

All entries listed. To facilitate marking and engraving trophies, the conclusion of the Alpine Trophy will be set back to November 30th this year, and in future will run from December 1st to November 30th.

MESSERVY

	Model	Car	Concours	Driving tests	Total
A. Heathcote	25/30	1938	720	—156	564
C. J. Curtis	25/30	1936	748	—186	562
R. W. Colton	S.W.	1951	720	—179½	540½
J. C. Dymock-Maunsell	20/25	1930	676	—148	528
S. R. Terry	25/30	1932	777	—255	522
J. I. Yates	Wraith	1939	699	—185	514
E. C. Flynn	S.D.	1955	690	—184	504
Mrs. F. Hellings	20	1927	676	—173	503
L. H. Jamieson	S.G.	1924	625	—144	481
W. F. Watson	P II	1935	641	—184	457
G. B. Lochee-Bayne	20/25	1933	554	—148	406
A. Taylor	20/25	1935	560	—168	392
J. D. Townsley	P III	1937	592	—235	357

DYMOCK-MAUNSELL

	No. of events attended	Points
W. F. Watson	6	9776
I. & M. Munro	7	8812
J. C. Dymock-Maunsell	6	8612
F. & D. Hellings	6	6797
C. J. Curtis	6	4239
S. J. S. Boord	3	4139
R. B. Honnywill	3	3982

(First 7 places only)

STANLEY SEARS

	Driving tests	Concours	Alpine	Rally attendance	Total
W. F. Watson	—72	82	35	100	145
Mrs. F. Hellings	—68	87	11	70	100
C. J. Curtis	—73	96	6	43	72
J. I. Yates	—73	90	4	39	60

FERGUSON-WOOD

	Concours	Driving tests	Rally attendance	Total
E. C. Flynn	89	—70	25	44
A. Taylor	72	—66	10	16

Awarded to members under 30 years of age and/or less than 3 years membership.

HARDING-ROLLS

D. E. A. Miller-Williams.

LA ROLLS ET LA LEGENDE



La vieille légende qui veut que l'on dépêche immédiatement, même au bout du monde, un mécanicien qualifié à un propriétaire dont la Rolls est tombée en panne, reste toujours vraie. Tout au plus convient-il de noter que les concessionnaires sont aujourd'hui deux cent trente et un (sans compter les distributeurs des Etats-Unis) alors qu'après la Seconde Guerre mondiale on n'en dénombrait guère plus d'une cinquantaine. Toutes les pannes sont signalées immédiatement à la maison mère par télex. Cependant, en dépit des progrès du bricolage dans le monde moderne, la direction de la firme interdit de procéder soi-même à ces menues réparations qui font la joie de tant de Français moyens.

La fameuse "garantie Rolls" n'a rien perdu de son pouvoir magique: un an pour la carrosserie et les accessoires électriques, trois ans pour tout ce qui est mécanique. Ajoutez à cela que si pendant les trente-six mois qui suivent l'achat, les constructeurs de Manchester décident d'une amélioration, elle est automatiquement et gratuitement appliquée aux véhicules précédemment sortis de l'usine mais que l'on amène au garage pour une révision.

La souci de la perfection qui anime tout le personnel de la firme limite beaucoup la production. Rolls sortait quatorze cents voitures par an en 1959. En 1968, mille huit cents modèles ont quitté les ateliers de Manchester. En mettant les choses au mieux, il n'y en aura guère que deux mille l'an prochain alors que trois mille candidats au volant bois précieux se manifestent dans le même temps. Pour ne pas décourager la clientèle étrangère, les Anglais ont accepté de voir porter à deux ans leurs propres délais de livraison, tandis que les amateurs européens et américains peuvent espérer avoir satisfaction en six mois.

Il n'est pas jusqu'à l'école de chauffeurs de Rolls, fonctionnant à Londres, où il faille réserver sa place six mois à l'avance. On y rencontre aussi bien des personnages en livrée que leurs patrons puisque ces derniers souvent appelés à prendre le volant le soir suivent les mêmes cours. Tout l'enseignement prodigué se résume en cette belle formule; "Un chauffeur de Rolls conduit comme un gentleman." Les passagers ne doivent enregistrer aucun à-coup même lorsqu'on a recours au frein. L'élève du lycée Rolls-Royce obtient son diplôme de sortie le jour où s'arrêtant devant un feu rouge, il ne fait plus du tout tintinnabuler la petite clochette de contrôle dont on a équipé son tableau de bord.

(Le Figaro)

... OF NUTS AND BOLTS AND WHITTLE BELTS ...

I keep the **COOLING SYSTEMS** of my cars beautifully clean by refilling them, after a thorough cleansing and flushing, with rain water, to which I add about two eggcupful of soluble oil. This was an experiment I made some years ago, and it has proved most successful. The only snags are that you have to buy it by the gallon unless you are fortunate enough to know someone in a factory who uses it, and you may have to renew the hoses slightly more often.

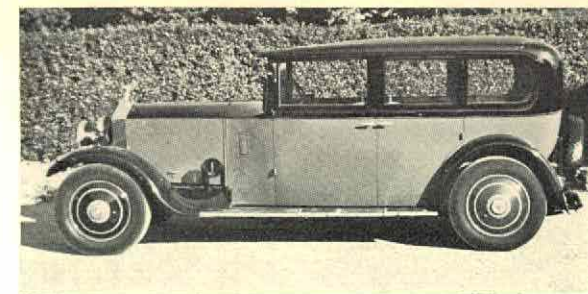
Another point that may be of interest is that last year I personally removed all the **VALVES** from my Ghost and had them faced with Stellite. Certain engines are very prone to pit and burn their valves, particularly in the case of the older type of side valve lay-out as the heat pockets in the vicinity of the valve head are very intense which is accentuated by present day petrol. Side valves of course are easy to remove. It may well pay dividends for anyone contemplating removing their valves to have this work done. The charge is most modest at £1 per valve.

In Ghosts, Phantom I's and 20's the **FAN BELT** was a whittle instead of endless rubber as is used today. It appears that Rolls-Royce discovered quite by accident that after a certain engine speed the whittle type belt slipped and gave them just what they wanted. If no slipping had taken place dangerous fan speeds resulted and one had the fear of the fan blades coming adrift with disastrous consequences. Also as one only requires a fan when the car is stationary or climbing steep hills in low gear when the wind pressure against the radiator is low, it worked very well indeed, and gave the same results as an automatic electric fan gives today. So owners should keep to whittle belts which are still obtainable.

J.G.H.

The Story of GGP 28

PART III



The car has only appeared at two 20-Ghost Club rallies; its first was at Downside School in 1962. We did 475 miles in the day on this occasion, travelling to and from the Lizard Peninsula where we had gone to live in March 1961. The other was the Monmouth one when we visited "The Hendre" and the grave of the Hon. C. S. Rolls in 1965. For this I left Manaccan, near Helston, at 5 a.m., breakfasted near Exeter and arrived at Cardiff for lunch and stayed the night with a cousin. The following morning I set off up the Rhondda valley for Brecon where, quite by chance, I met Bill and Marion Cook with their 1912 40/50. They kindly gave me lunch and we motored on to Monmouth together.

In October 1963, I had the car repainted by Thomas of Helston, in grey and black with white lines to match 101 SK. This has improved the appearance beyond measure. The following year we moved to Jersey to live permanently in the Channel Islands and brought the car over with us on the Air Ferry (which, alas, no longer operates). On becoming a Jersey car the number was changed to J 371. The car has only been out of the island once, when in April 1966 we took it for the first time in its life to France, using the Air Ferry to Cherbourg (20 minutes flight). There were several reasons why we decided to take GGP 28 in place of either 101 SK or 3-AZ-146. The air fare was considerably less for one thing, and she gives a better petrol consumption, a considerable factor in France; also she was more suitable for pottering in the lanes and exploring Normandy and Brittany.

As it was the weather turned against us, it poured with rain every day and blew a gale. Everyone we met told us that if we wanted sunshine we should have to go south, preferably to Spain. Unfortunately we did not have visas for Spain, so we made for Biarritz and then decided to explore the French Bas Pyrénées. On the first day we ran from Dinard to La Rochelle, 218 miles, where we stayed the night and found an excellent

restaurant whose spécialité was fish of all delicious varieties. The second day we ran from La Rochelle to Labouheyre, 178 miles. We reached Biarritz the following morning in glorious sunshine. My family immediately plunged into the sea, whilst I took the car to a garage to mend a puncture. Later, we set off to St. Jean de Luz to a motel for the night, where we saw the famous Baie d'Assiettes, a spectacular sight; then made towards the Bas Pyrénées, Oloron, Lourdes and Pau, then northwards to Toulouse for a night and so on to Limoges, where we decided to stay for the night and explore the town and buy some china. The following day we went on to Azay-le-Rideau in the Loire Valley, then by secondary roads to Le Mans, where we visited the Motor Museum. Making our way northwards we visited the Bayeux Tapestry and the Normandy beach-heads. The museum at Arromanches is very well worth visiting.

We put the car on the air ferry at Cherbourg and returned to Jersey, after a very pleasant trip; in all GGP 28 had done 1,767 miles with no bother at all. We did not hurry and I purposely spared the car as I was anxious not to break anything on some of the very bad roads and we spent a lot of time sightseeing. Many of the mountain passes in the Pyrénées were still closed owing to snow, but we did go over several and these were climbed very easily with plenty of power in hand, mostly on third speed, but the water temperature never rose to more than 85 degrees centigrade, although the weather was so warm that we found hay-making in full swing and roses in full bloom.

During the nine years that I have owned GGP 28 she has given me great pleasure and wonderful reliability; she is not fast by modern standards and not suitable for "Motorway travel", which I always avoid, trying to find attractive alternative routes and allowing the car to run at the speed which suits her best — 50 to 55 mph.

The tyres last a fantastically long time, particularly the front ones; the only thing

which does not work properly is the petrol gauge—I have the full instructions for correcting this and have endeavoured to do so several times, but I cannot get it to work properly; it always registers, but what it shows has no bearing whatsoever on what is in the main tank. The curious thing is that the further one drives, the more the gauge seems to show. An old school friend of mine riding in the car from Sheffield to London happened to glance at the gauge and remarked in an astonished voice: "Good Lord, you are making petrol!" The only thing to do is to rely on the mileage covered and do mental arithmetic. I usually start with a full tank then after 160 miles put in 8 gallons which refills it. This Hobson Telegauge is a complete mystery to me as 74 GN has exactly the same arrangement and I have overhauled this petrol gauge too, and it works perfectly, so if any reader can throw light on what is the matter with the gauge on GGP 28, I would be most grateful.

The serrated ring where the exhaust pipe joins on to the manifold has been a little troublesome and it is essential to carry some spare copper washers and a new ring insert as a spare.

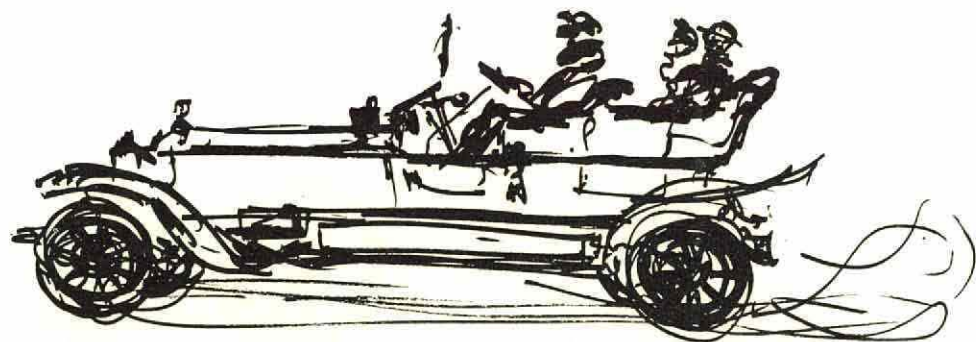
Once when motoring from Oundle to Kent, on the Great North Road, near Eaton Socon, whilst cruising along peacefully at about 50/55 mph the car suddenly started to sound like an aircraft; I stopped at once and found that the flange on the exhaust pipe at the manifold had completely collapsed, allowing a gap of three inches to appear between the manifold and downtake pipe, so that virtually the car had an open exhaust. Considering how open it was, it was curious how little noise the engine made. I drove right across London, through Hyde Park to Norwood, where Jack Compton (whom I had telephoned) was waiting for me to arrive, so that he could fit a new downtake pipe. In order to keep the

engine as quiet as possible, so as not to attract unwelcome attention from the police, I quickly found that very gentle acceleration, keeping the hand throttle dead closed, with the mixture control slightly rich was the answer. This stopped any alarming bangs on the over-run, and I particularly wished to avoid this owing to the autovac being on the same side as the exhaust!

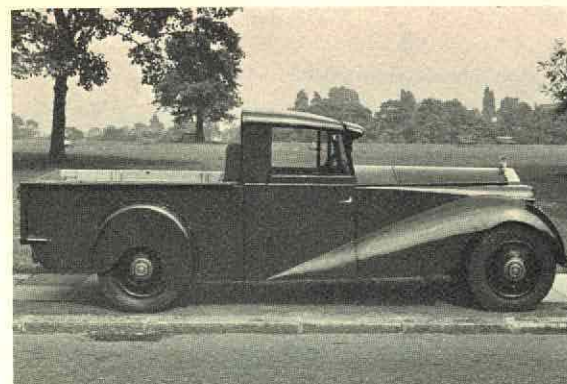
An interesting point about the 20/25 is the fish-tail on the exhaust; whenever I attend rallies, I notice that practically all the cars present have lost their fish-tails, and this applies to the "20", 40/50 (Silver Ghost type), Phantoms I and II as well. I remarked on this to the owner of a "20" on the Monmouth Rally in 1965. He replied that his car was much faster without the fish-tail and that it restricted the exhaust gases.

I must say I was extremely sceptical about this as I don't believe that Royce ever designed anything that did not work properly and a fish-tail that would strangle the exhaust gases did not seem to me to be in keeping at all. Later, the tailpipe on GGP 28 broke away above the axle and I was able to prove for myself that the fish-tail makes absolutely no difference to the performance of the car. The whole thing about restricting the flow of gas is a complete myth; the only difference is that without the fish-tail the characteristic "hiss" is lost, but to me the chassis never looks right without it.

To sum up, the 20/25 is a delightful model; with its excellent brakes and steering it is extremely manoeuvrable and can be taken with confidence into the most awkward places; it is no larger than a Riley 4/72 or Rover 2000 and so makes an ideal car for the lanes of Jersey; and for those people who do not wish to travel very fast it still fulfils all it was designed to do when Royce first designed it nearly forty years ago. (concluded) W.J.O.



The Green Goddess



The "Bitsa"



The best Jeep in the world

GSR 51 began life as a 20/25 with Sedan coachwork by Windovers and was delivered to Rolls-Royce at Lillie Hall on the 13th August 1930. It was completed by October 31st for the Glasgow Show and later purchased by a Mrs. E. M. Hickman of Wolverhampton. By 1934 it was under new ownership in Warwickshire and with the growth of the property it was neglected to the extent that a wall had to be demolished when it was finally rescued in 1950. John Alleton (now Managing Director of a firm in Leeds) acquired the car on behalf of Gurney Nutting Ltd. and in the early 1950's the rear section of the coachwork was removed at Jack Barclay (Service) Ltd.'s Merton works and the present truck body fitted.

The true definition of this car, known to all as the Green Goddess, is, with respect, "A Bitsa" for it carries a Wraith radiator shell with a MK. VI Bentley matrix and a Silver Wraith mascot. Not to mention the Phantom III electrics and a Bentley SU carburettor!

During its 18 years service with Jack Barclay (Service) Ltd. it covered a huge mileage, towed in many of its kind and carried spares to relieve their problems throughout England. The file on this car is over an inch thick and contains its complete biography. Amongst the interesting notes is a mention of the time it was used in a film by J. Rank Products Ltd. in September 1954, starring Norman Wisdom. In April 1964 instructions were given to prepare it for the Goodwood Pageant on the 23rd May. Another card dated 31.3.66 states briefly "Dispense with superstructure".

A word must be said for the construction of the truck body which was done regardless of cost. It is a most sturdy and well designed body with folding bench type seats on each side, with a drop-down tail board of steel plate. When this is closed a fold down step can be drawn out from the chassis to enable one to climb aboard with ease. Another interesting feature is that the tail light also incorporates the stop light and flashing indicator.

At this point I must introduce a fellow "black sheep of the family" which stands equally in praise of its builder. It is the 1934 20/25 (GKC 10) which H.H. The Maharaja of Udaipur had constructed into a jeep. The original Thrupp and Maberly saloon coachwork has been fitted to his 1947 Chevrolet. When I visited India in 1967, His Highness told me it was the most reliable and quiet jeep he had ever had!

To the purist, such "abortions" are not acceptable but personally I would prefer a Rolls-Royce jeep to a hearse of that make. The author of "Those Elegant Rolls-Royce" does not have any "elegant" remarks to make about "The Green Goddess" . . . but we still remain good friends! In fact an original picture of GSR 51 appears on page 243 of Mr. Dalton's book.

It was in April 1968, during a session with Mr. H. Fergusson-Wood on research into the history of the 20 H.P. (on which model I am at present engaged on compiling a comprehensive study for a future book), that he suddenly turned and said: "Do you want to buy the Green Goddess?" I knew he was partial to cigars but he then lit up a smoke bomb—those used by coachbuilders to test the air leaks in a boot. During the confusion that followed we lost sight of each other but when the air cleared I was left with two souvenirs—the smoke bomb and the receipt for the "Green Goddess"!

(concluded on page 20)



Officers and Committee

MASTER: S. E. Sears
PRESIDENT: W. F. Watson
CHAIRMAN: Frank Hellings
SECRETARY AND TREASURER: W. F. Watson, Aldwick Hundred, Bognor Regis, Sussex.

COMMITTEE

S. E. Sears; W. F. Watson; Frank Hellings; W. A. L. Cook; S. J. Lovegrove; Mrs. F. Hellings; J. G. Hampton; J. I. Yates; Mr. and Mrs. I. Munro; C. Meachen; A. Heathcote.

EVENTS COMMITTEE

S. J. Lovegrove (Chairman); J. G. Hampton; F. Hellings; C. Meachen; R. W. Colton; L. H. Jamieson; D. W. Hellings; F. A. B. Valentine.

OTHER OFFICERS

Technical Liaison Officer: J. G. Hampton
Historian and Librarian: R. O. Barnard
Trophies: Mrs. F. Hellings
Inventory: Mrs. Castle
Recorder: Clifford Meachen
Co-Editors: Ian and Melanie Munro
Membership List: F. A. B. Valentine
Hon. Solicitor: Frank Hellings

GENERAL NOTES

LIBRARY — Members are reminded that the Club Library contains a considerable amount of Rolls-Royce literature, most of which may be borrowed from the Librarian. This includes issues of "The Flying Lady", instruction books, Rolls-Royce Bulletins and files of cuttings.

INSIGNIA — Club insignia available from the 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.

MAGAZINE—Binders for the Record available from the Editors 17/6 each post free, also copies of previous issues 12/6 each post free.



THE GREEN GODDESS *(continued from page 19)*

I have driven her throughout the Southern Counties carrying various engines and parts and have enjoyed it thoroughly. Last September, I was driving along Camden Town Road when I was stopped by a policeman who just wanted to know how the "Green Goddess" was going. He used to drive it when he worked for Jack Barclays. It requires some attention to the interior and the gudgeon pins click like the castanets of a Spanish dancer! I hope to restore her to mint condition and I am sure I will be repaid by its practical use and the pleasure it will give.

Pictures and story by John M. Fasal.

NEW MEMBERS

AMES, Mr. and Mrs. R. H., 4100 Orleans Place, Alexandria, Virginia 22304, U.S.A.

Miss Mary E. (Junior).

20/25 1936 GTK 59 Sports Saloon James Young

BURNES-SMITH, Mrs., 36 Mawney Road, Romford, Essex.

DE-CAMPI, Mr. and Mrs. J. W., Sprucehaven Farm, Box 196, Valley Brook Road, Chester Heights, Pennsylvania 19017, U.S.A.

S.G. 1923 329 XH Salamanca Rolls-Royce Custom
P II 1930 10 PGN Saloon Coachwork
Salmons

DONOHU, M. T., Owings Mills, Maryland 21117, U.S.A.

S.G. 1923 331 KG Oxford Tourer (Jointly with De Campi)
25/30 1937 GWN 20 Saloon James Young

FROST, Mrs. Jack, 234 Piquette Avenue, Detroit, Michigan, U.S.A.

HOWELL, Mr. and Mrs. Jerome, 25 Oxford Street, Chevy Chase, Maryland 20015, U.S.A.

25/30 1937 GLP 17 Sedan de Ville Gurney Nutting
S.W. 1951 WOF 30 Limousine H. J. Mulliner

LIGHTFOOT, Mr. and Mrs. T. W., Tiro, 34 Chestnut Manor Close, Staines, Middx. Staines 56782.

S.G. 1914 37 PB XE 5844 Limousine Hooper
20/25 1935 GPG 26 RYU 123 Saloon

MEREDITH-OWENS, Mr. and Mrs., Kings Sutton Manor, Banbury, Oxon. Kings Sutton 319.

P.I. 1926 71 DC WD 8577 Tourer Barker

PALMER, Richard C., Bedens Brook Road, Box 15, Blawenburg, New Jersey 08504, U.S.A.

20 1929 GEN 28 Sedan de Ville Barker

SAMUELSON, Mr. and Mrs. S. W., Old Grove House, Hampstead Grove, Hampstead, N.W.3. 01-435 2724.

Peter, Jonathan, Marc. (Junior).

S.G. 1922 73 SG NC 7251 Tourer Park Ward

SAPSFORD, Mr. and Mrs. M. W., Pump Piece, Hankham, Pevensey, Sussex. Stone Cross 347.

20/25 1930 GGP 20 GF 1531 Weymann Saloon H. J. Mulliner

SCULL, Mr. and Mrs. L., Derry Mount, Churchmoor Lane, Redhill, Nottingham NG5 8HN. Nottingham 262198.

20/25 1935 GSF 70 BLX 16 Laundette Barker
P III 1937 3 BT 141 SN 8162 Sports Saloon Hooper

STIFEL, W. Flaccus, Hope House, R.R.1., Easton, Maryland 21601, U.S.A.

S.G. 1923 320 XH Phaeton Springfield
P.II. 1933 45 MW Sedan de coupe Gurney Nutting

WALKER, Mr. and Mrs. Graydon, R.R.3, West Redding, Connecticut, 06896, U.S.A.

S.W. 1951 WME 44 Touring Saloon H. J. Mulliner

CHANGE OF ADDRESS

BROOKS, R. J., Osborne House, Church Hanborough, Oxford. Freeland 5165.

GRYLLS, S. H., C.B.E., Bute House, Elmley Castle, Pershore, Worcs.

HAND, Frank B., 12000 Leesburg Pike, At Dranesville, Va., Herndon, Virginia 22070, U.S.A.

HOLYOAK, J. G. and Mrs., 121, Stoughton Road, Oadby, Leics. Oadby 2292.

KELLEY, A. F., Orchard House, 218 Warwick Avenue, Derby.

ROBERTS, Dr. M. A., 34 Snowden Place, Glen Ridge, New Jersey, 07028 U.S.A.

SUMPTER, V. J., 231 Pooley Green Parade, Egham, Surrey.

YOUNG, A. P., Rolls-Royce Inc., P.O. Box 189, Century Road, Paramus, New Jersey 07652, U.S.A.

OBITUARY

We regret to record the death of Mrs. Symes, of Knowl Hill, Twyford, Berks.

FUTURE EVENTS, 1970

Saturday, April 25th	West Country Luncheon, Cheney Court, near Box, Wilts.
Sunday, May 24th	Concours d'Etat, Littlecote House, near Hungerford.
Thursday, June 18th to Monday, June 22nd	Tour of Scottish Border Country.
Sunday, July 19th	Driving Tests, Sandhurst.
Saturday, August 15th and Sunday, August 16th	Visit to Wilkinsons (Coach Builders) Derby and Skew Water Ski Club.
Friday, September 4th to Monday, September 7th	Cross-Channel by Hovercraft and visit to Champagne country.
Sunday, September 20th	Visit to hospital or training centre for handicapped people.
October. (Date not yet fixed)	Home Counties Luncheon.

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 Sunday, April 5th Sunday, April 19th	Welsh weekend, Betws-y-Coed. R.N.A.S., Yeovilton, Som.	Details from: A. Lewis, 2 Caebryn Avenue, Sketty Green, Swansea. Mrs. Sutherland, Kingfishers, West Harnham, Salisbury.
Friday, May 1st	Midland Hotel, Manchester. Rolls met Royce Dinner-Dance.	Roy Brooks, Brookside, Starling Road, Radcliffe, Manchester.
Sunday, May 10th	Penshurst Place, Tonbridge. In aid of Cheshire Home.	Secretary, R.R.E.C.
Saturday, June 6th	Sandbach, Cheshire. Northern section.	Roy Brooks, as above.
Sunday, June 14th	Blenheim, Concours and Rally.	Secretary, R.R.E.C.
Sunday, June 28th	Buffet lunch Rally. Audley End, Essex.	J. Philips, 11 Little Norsey Road, Billericay, Essex.
Sunday, July 5th	Northern Section Driving Tests. Lytham St. Annes, Lancs.	Roy Brooks, as above.
Sunday, July 12th	National Rally, Englefield House near Newbury.	Details later.
Sunday, August 2nd	Stapleford Park, Leicestershire. National Rally.	John Holyoak, 121 Stough- ton Road, Oadby, Leics.
Saturday, August 22nd	Arundel Castle, Sussex.	Tony Donovan, 65 Amberley Drive, Bognor Regis, Sx.
Sunday, September 6th	Stowe School. Concours d'Etat	Peter Baines, Cross Tree Cottage, Wicken, Wolver- ton, Bucks.
Sunday, September 13th	Lake District; Northern Section Rally, open to all.	Roy Brooks, as above.
September, probably 9th/16th	Eire. Tour organised by the Irish Section.	Tony Dillon, Ardagh, Del- gany, Co. Wicklow, Eire.
Sunday, October 4th	Tank Museum, Bovington, Dorset. Weekend Rally.	Details later.
Sunday, November 8th	Yorkshire Rally.	Details from Northern Section later.

Focus on the Future

As the Club enters the '70's, twenty years after its foundation, we should like to publish in the next Record a symposium of the views of members on the way it should develop over the next ten years.

Would those who are interested please therefore fill in this form, adding if they wish a further 50 words of comment, and send it to the co-Editors. No names will be published, but it will be a great help if you state whether you are over or under 40. Maximum legibility is urged.

We should like your reply by June 1st. This should give us a little time to sort out the returns before the next edition of the Record goes to press, carrying, we hope, an interesting and constructive review of what members feel about the future of the Club.

QUESTIONS

1. What side of the Club's activities appeals most to you, and why?
2. What aspect do you think especially worthy of development in the '70's?
3. If you feel that younger people should take over in the '70's, what do you suggest should be done about it?

4. Do you favour the introduction of something like "Probationary Membership" to encourage younger people who are working on Rolls-Royces which have yet to reach Club standards?

5. Have you any special ideas for interesting younger people in the Club?

6. What improvements do you suggest for the Record, and are you able and willing to contribute articles and photographs yourself?

7. Are you over or under 40?

8. GENERAL COMMENTS: