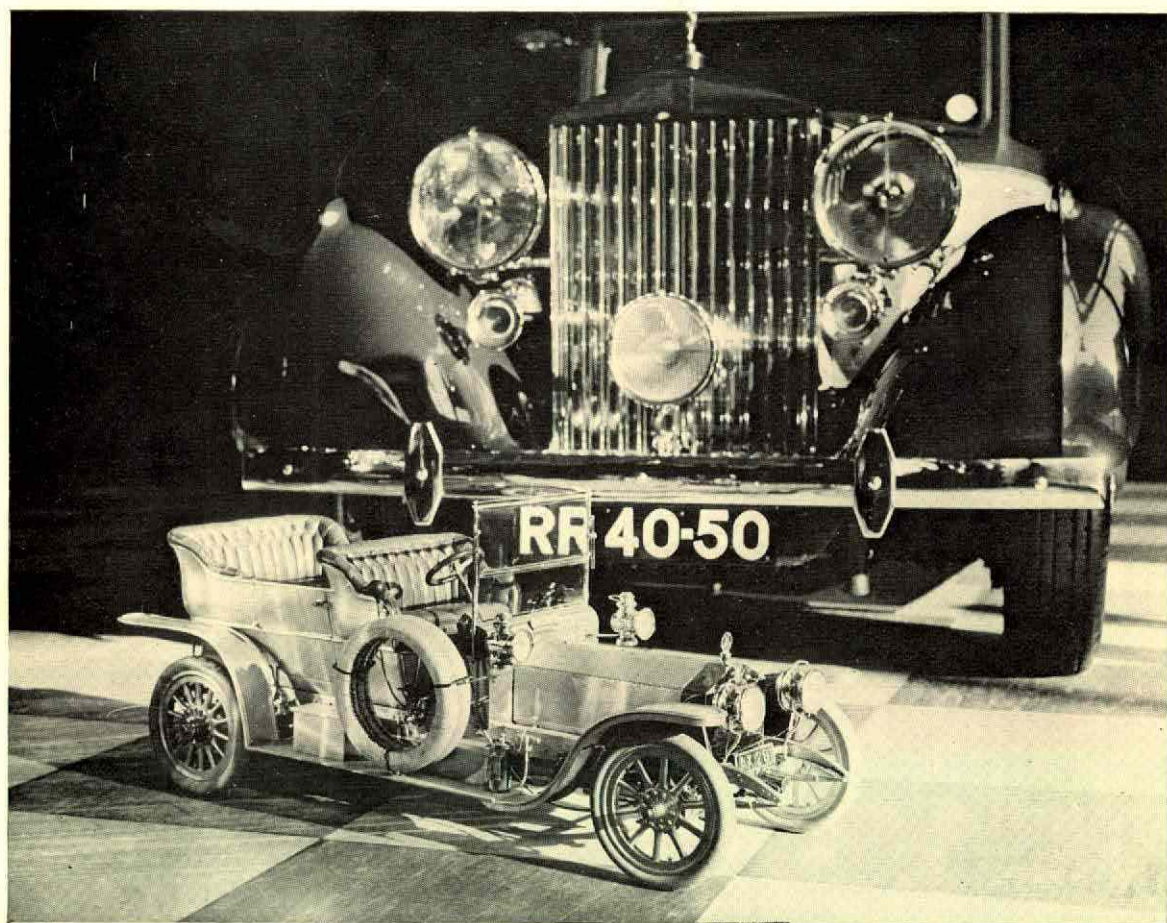




THE 20-GHOST CLUB RECORD

Vol 11 No 2 1970



CURIOUSER AND CURIOUSER

(SAID ALICE IN CONDUIT STREET)

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

RIPPON BROTHERS TO HANDLE R-R SPARES

World-wide distribution covering 1904 to 1940 models

Rolls-Royce Limited Motor Car Division, Crewe, announce the appointment of Messrs. Rippon Bros. Limited, Huddersfield, the oldest Rolls-Royce distributor, having been appointed in 1905, as sole distributor for the supply of chassis parts for all Rolls-Royce cars built from 1904 to 1940 and Bentley models from 1933 to 1940 on a world-wide basis. This arrangement has been made following consultation with representatives of the vintage Rolls-Royce and Bentley movement and affirms the Company's policy to continue to supply parts for the older cars. Rippon Bros. Limited have a wide knowledge of all the models the Company has produced and will stock parts commonly required. Any owner of a Rolls-Royce or Bentley motor car falling between the dates mentioned above should now contact Rippon Bros. Limited. Rolls-Royce Limited will continue to manufacture parts according to demand and will maintain the traditional standards of quality but will no longer supply parts direct to individual owners.

This new arrangement comes into effect immediately.

COVER PICTURE: taken in the Conduit Street showrooms circa 1933/34 shows a model of Silver Ghost in front of a P II.

Just for THE RECORD



Readers will doubtless have noted that the list of new members in our last issue contained the names of a number of Americans. This is a happy sequel to the memorable visit some of us made to the United States last year, and we extend our warmest welcome to the newcomers whose kindness and hospitality played so large a part in making this venture such a resounding success.

On page 3 we publish an intriguing little item about a "mini-Silver Ghost" now in the collection of Mr. Walter Wolfson of New Jersey. If any of our American members can let us have a picture of this unique vehicle we shall be very glad to publish it together with any extra details which they may be able to obtain.

On the next page you will find an analysis of our opinion poll on the future of the Club as it enters the 70's. We should like to thank all those who sent in replies for their help. An immense amount of thought and trouble was obviously taken. Our special thanks are due to those members who for various reasons cannot attend many meetings but who took the trouble to write us long and detailed letters in reply to our various questions. We hope that the summary of opinion as shown in our analysis will be of real interest and value.

We are very pleased to be able to publish in this issue contributions from two of the most distinguished members of the Motor Car Division, namely Mr. W. A. Robotham and Mr. Harry Grylls.

Mr. Robotham, now retired after 44 years with the Company, worked closely with Sir Henry Royce, and later as technical assistant to Lord Hives. In 1939 he transferred to the aero engine side and became actively involved in the production of the Merlin engine. During the war he became Chief Engineer of Tank Design under Lord Beaverbrook, and subsequently worked on the development of the Rolls-Royce diesel engine.

"Rm" has recently published an intensely interesting and at times highly amusing autobiography entitled "Silver Ghosts and Silver Dawn", and with the consent of his publishers has very kindly agreed to publication of extracts in the Record. A review of his book by Robin Barnard appears on page 18.

Mr. Grylls joined the Company in 1930, and with the exception of the war years was always connected with motor cars. He became Chief Engineer in 1951. Perhaps his crowning achievement was in the design and development of the Silver Shadow, the best selling motor car ever produced by Rolls-Royce. In the first of a series of technical articles, which we think even the non-technically minded will find of absorbing interest, he describes the evolution of the gearbox. To those of us who accept synchromesh, even if it does not include second gear, as the type of development which one would naturally expect along with gradual improvements in suspension, engine design, and so on, the difficulties in producing a reliable gearbox design may come as something of an eye-opener.

So far no one has offered his services as Honorary Auditor to the Club. The need is now becoming pressingly urgent. Is there really not a single member in the whole Club who is willing to volunteer for this not very onerous appointment?

The dinner-dance at the Midland Hotel, Manchester, on May 1st to commemorate the first meeting of Rolls and Royce in May 1904, which we mentioned in our notes in the last issue, was a resounding success. By courtesy of the current holder of the Harding-Rolls Trophy, your co-editors were wafted up to Manchester in a Silver Shadow to attend the event.

Some 180 members and Club guests were present, and the occasion was beautifully organised by the Rolls-Royce Enthusiasts' Club. Speeches short (mostly), wise and witty came from senior representatives of the Company and the Enthusiasts' Club, and an engraved steel memorial plaque was formally presented to the manager of the hotel amid general acclamation.

David Plastow, Marketing Director, Motor Car Division, produced the evening's most remarkable statistic: of the 65,000 Rolls-Royce motor cars produced since 1904, it was reckoned that half were still in existence. And 1969, he said, had beaten all records for sales in the United States of the Silver Shadow.

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

Focus on the Future

An Analysis of The Record's Opinion Poll

Only 24 members sent in replies to the questionnaire enclosed in our last issue. Whether this poor response was due to inertia, lack of interest or satisfaction with the present position is hard to say. But those who did reply provided enough material for us to produce an analysis which we think will be of considerable interest.

The first question we asked was what side of the Club's activities appealed most and why. The replies showed that outdoor meetings were the most popular, with tours both short and long a close second. Appreciation of the social side of the meetings was about equally stressed with the chances they give for exchanges of information on technical problems. One member suggested an annual club picnic, but otherwise no remarkable new ideas were put forward, and there appears to be general satisfaction with the present arrangements.

The second question asked what aspect was thought especially worthy of development in the 70's. There was a considerable degree of unanimity that the main thing was to secure the maintenance of cars and the rehabilitation of old ones in poor condition. An appreciable number of members urged closer contacts with other Clubs to ensure the supply and exchange of spare parts and exchange of information. Another suggested the establishment of some form of register of repair specialists and craftsmen with details of type of work done to which members would have access.

Linked with this was a demand for talks on technical matters and more technical articles in the Record. One member stressed the need to develop public appreciation of our remarkable heritage, and wondered whether it might be possible to secure some mark of Royal interest.

Another suggested that the Club could help with exports by members taking their cars to the Continent to attend Buy British weeks.

Question three asked what should be done about younger people taking over in the 70's if it was felt that this should be done. There was a strong preponderance of members who felt it important to gain more young members, though one under 40 and one over 80 were resolutely against it. Most members stressed the great difficulties for the young caused by present day costs and competing interests for their time. There were suggestions that a class be opened for non-owners under 25, that more young people be brought to meetings, that members lend them their cars, and that more active competition events such as hill climbs would attract the young. One baffled member suggested that the Club offer prizes for the three best suggestions.

Several members suggested some form of "Shadow Committee" of younger people to take part in the organisation and administration of the Club, and it might here be mentioned that the Committee itself started this idea at the beginning of this year by co-opting younger members to the Events Committee so that they could assist in the organisation of all our outdoor events, the most important part of the Club's activities.

Question four asked if something like "Probationary Membership" would be favoured as a means of encouraging younger people working on Rolls-Royces below Club standards. An overwhelming majority were in favour of this, though some did not like the word "probationary". Some of those in favour suggested a lower subscription, but felt that when "probationers" came to a meeting they should park separately from full members. The minority against the idea felt that it carried some sort of stigma. Others asked what *were* the Club standards which were always being talked about? Had they ever been set down in print? One under 40 member bluntly declared that he saw no need for "second class citizens".

Question five asked for any special ideas for interesting younger people in the Club. To some extent the answers to this overlapped the answers to question three. Perhaps one of the most interesting suggestions to emerge from this was that young members be given at least one meeting a year of whatever type they liked which they would organise entirely by themselves. This would stimulate interest and provide experience for future Committee work. Another suggestion was for an annual competition for the best restored car in which most of the work had been done by the owner. The new trophy offered by Capt. R. B. Honnywill, which was announced at the annual dinner-dance, will in fact probably largely cover this.

One under 40 wrote that he had no suggestions. Young people should find the Club of sufficient interest as it is. A well-intentioned but unconsciously macabre suggestion was put forward by another member. Could not younger members, he asked, be given advice on how bodies could be obtained for ex-hearses?

Question number six asked for suggestions for improving the Record. The following main points emerged:

1. There was a strong demand for more technical material, and also a technical question and answer service.
2. One member wanted the rules of the various trophies to be printed once a year as they were a mystery to most people.
3. The art paper should be dropped from the inside pages, and with the money saved the magazine should be expanded for the benefit of overseas members.
4. The magazine should be published more often even if it meant raising the subscription again.
5. Every member should contribute in order to maintain the standard of the magazine.
6. The magazine should carry reports of major old car auctions.

The co-editors are very grateful to members who wrote words of high praise for the magazine, which they are far too modest to publish, but would like to make the following observations on the above points:

1. We have repeatedly asked members for more technical articles, and some are now beginning to come in. But they are still far too few.
2. The trophy rules were issued to all members some two years ago, and are sent to all new members.
3. There is a strong demand for pictures, and only art paper can do them justice. It is impossible to expand the magazine without additional help and more contributions.
4. Three issues a year are all that we can cope with, and for how long we do not know. We calculate that every issue takes each of us the equivalent of fourteen full working days.
5. We are in cordial agreement.
6. As the magazine only appears three times yearly, car auction reports are liable to be badly "dated". However, if anybody will volunteer as a car auction reporter we shall be happy to publish material that is still fresh and interesting.

The request for general comments produced an interesting conflict of opinion on the Club as a whole. Here are some extracts:

The members of the 20-Ghost Club bring to their functions a certain intangible atmosphere which is unique and very worthwhile preserving in Britain in the 1970's. (Under 40).

We claim to be the doyen. Can we not afford now to be a shade less demanding, a shade more encouraging? (Over 60).

I have "beefed" this way before, and I am still of the opinion that the "snooty" 20-Ghost has lost out very heavily. The "Col. Blimp" image is far too prevalent. (41)

The Club should not try to offer something to attract "the young". As with all minority groups, its strength lies in being itself. Although new and imaginative ideas should be encouraged, the style of the Club should not be changed. (Under 40)

You will not attract young members without relaxing the slightly starchy attitude that the Club appears to be rather proud of. But I am not sure that you should relax it. (Over 40)

The Committee will naturally be taking careful note of the opinions expressed by members through this poll. If any members who failed to return the questionnaire to us now feel that they would like to express their views in the light of the poll's findings, we shall be happy to publish their letters.

I.M.: M.M.

MULTUM IN PARVO

A 1920 "mini-Silver Ghost", probably the only one of its kind in the world, is one of the star features of a collection of pre-war British cars owned by Mr. Walter Wolfson, of Edison, New Jersey. It is nine feet long, less than three feet high, and is powered by a 4-cylinder engine. It was delivered to a very surprised American, a Mr. Arthur Llewellyn, who had bought a Silver Ghost in 1919 and was so delighted with it that he ordered a "miniature" for his children, aged seven and five, from the Rolls-Royce Agent in Virginia.

Mr. Llewellyn had assumed that he would get a pedal car. Instead, a year after placing his order, there arrived this unique little Ghost, together with a bill for 10,000 dollars.

After he had recovered from the shock, Mr. Llewellyn became very fond of his unexpected acquisition—so fond, indeed, that his children were never allowed to use it.

Members write . . .

From Jerome Howell, Editor, RROC Directory:

You may be interested to learn that Mr. Horton Schoellkopf and I, Editors of the RROC Register and Directory respectively, recently acquired all the card files previously kept by J. S. Inskip and more recently by Peter Zage and Co., listing all the Rolls-Royce cars sold in the U.S.A. by them, the leading importer, from 1920 on. The cards are listed by chassis number and another set by names.

Together with our own RROC files, we feel we now have the finest, most complete record of the cars in this country, more comprehensive than any except in England. While it is unlikely that any of the 20-Ghost members would have any need, we would be happy to reply to any questions concerning the cars sent over here or made in Springfield.

From George Clegg:

I have received this morning the current 20-Ghost Club Record and note in Bill Morton's letter Mrs. Maynard's loss of her Max Pemberton's "Life of Sir Henry Royce". Now, let not your hearts be troubled. Mrs. Maynard has now got my copy. I bought it some years ago at the bookshop of Biggs, Mosley Street, Manchester. There were some excellent photographs of Royce.

Re Pemberton's book: I remember well the Guardian's review of it and I am in full agreement with the reviewer's last sentence: "The Life of Sir Henry Royce is yet to be written."

From Mr. P. L. Sumner,

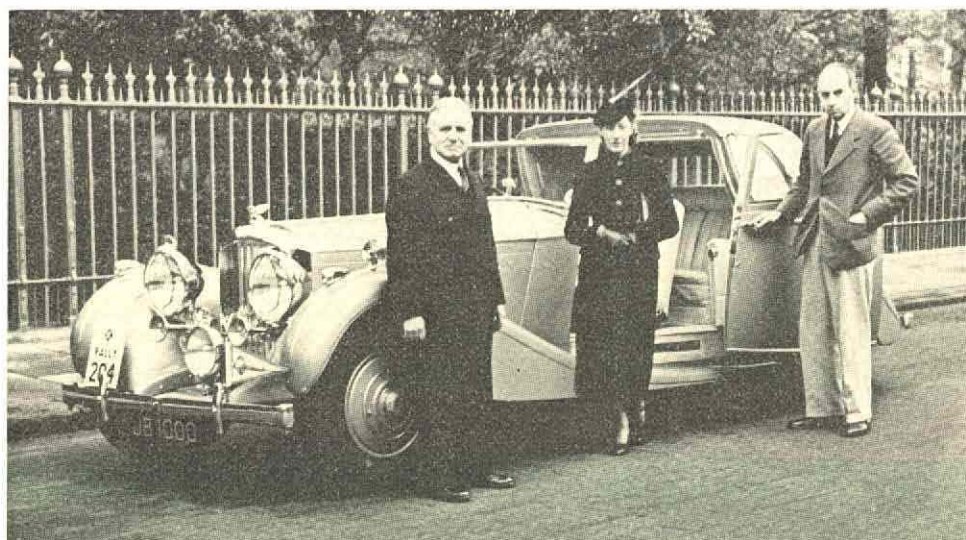
**Deputy Keeper, Road Transport,
Science Museum, South Kensington.**

As the custodians of the Hooper records, we receive many requests for information about Rolls-Royce cars, many of them from your members. We are of course pleased to give whatever assistance we can, but many members send us inadequate information. To help us give speedy and accurate replies, we would be grateful if you could ask your members to provide the following requirements when writing to us for a car identification:

1. Name and type of car.
2. Original registration date.
3. Chassis number.
4. Hooper body number.

From Fred Watson:

In his article in your last issue, Frank Evershed wonders what became of GSF 54, once owned by his father-in-law, and later by me. I bought GSF 54 in February 1947 from a dealer in town, but I cannot remember who. It had a petrol pump fitted instead of the autovac and had a maximum speed of 62 m.p.h. As I was visiting Dartmoor I fitted a second pump in series, thinking one might prove insufficient in hilly country. The result was an increase of 10 m.p.h. in maximum speed. I exchanged it for a 25/30 GGR 45 in August 1950, and am afraid that I do not know what became of it.



From H. F. Fergusson-Wood:

I have read with interest Bill Morton's article under the heading "Those were the days" on page 3 of the Record, and observed with interest the photograph of Amy Johnson taken beside the Phantom II demonstration car in Bombay. It has prompted me to send you a clearer picture of Amy Johnson (or Amy Mollison as she then was I think) taken standing in front of a James Young

4½ litre Bentley with their patent parallel opening doors. This is perhaps of double interest because on the left of the picture is Mr. G. H. Wenham, the firm's Works Director, who designed these doors, and to which you make reference on page 1 of the Record, and on the right is Mr. W. G. McMinnies, the author of a number of well-known publications before the war, and who was on this occasion the driver of the car in the R.A.C. rally.

A Day to Remember

West Country Luncheon April 25th, 1970

In spite of showery weather, sometimes of almost tropical violence, all the participants turned up at Cheney Court, Ditteridge, near Box, some not in their proposed motor cars and some late because of a bad traffic jam in Chippenham. One member reported driving with his headlights on at one time, and your reporter had a windscreen wiper completely blown away! John and Marion Hampton, with the Savages as guests, thought better of bringing the Silver Ghost and came instead in a Bentley Continental; Len Taylor came in a Cloud 1, as easier to clean up afterwards than the Phantom, and John Rowland-Hosbons reported that his S.C. had blown an exhaust gasket the day before and was making a noise like a tram. Nevertheless, all got to the event somehow, and we had a total of thirteen R-R's.

And what a lovely venue Cheney Court proved to be. Built in 1530 with a multitude of gables, it is outwardly little altered since it became an hotel about 20 years ago. All our cars were able to park immediately in front of the entrance.

After luncheon most of us set forth for a yet more glorious scene—Great Chalfield Manor, about five miles away and deep in the country. This is a National Trust property, tenanted by Lieut. Col. C. M. Floyd who farms the surrounding land. Although it is officially open only on Wednesdays, Colonel Floyd was most courteously present to welcome us, and his description of the house and church was humorous and most knowledgeable. The outer court, approached through an archway, provided ample space to park. Then we moved through a second archway through the wing of the L-shaped house and what a sight met our eyes. An inner court with a moat and grass lawn to the north, the church on the east side, the main house on the south, and the wing to the west. It started to rain, so our host suggested we take shelter in the church, a XII-century gem which, although restored periodically, yet retains its 3-decker pulpit, its 1150 "bowl" font, and its stone screen decorated with armorial bearings leading to a south chapel. It is tiny, with seating for perhaps fifty in the oak pews in the nave and a further twenty in the chapel.

Thence to the main house on the south, built in 1470, and as our host said, "so much more interesting than the Tudor buildings." We enter through a large doorway guarded by an inner beam which pulls out from the wall, and with a lovely oriel window to the left, into a "screens" passage and the Great Hall. This hall, although not large, is the only one with three stone masks in the upper gallery (most have only one) through which, it is said, the ladies could discreetly observe their menfolk disporting themselves. (The ensuing gossip can be imagined!) The whole was most carefully restored in 1910 and drawings made in the 19th century by Pugin contributed greatly to the authenticity of the restoration, which was meticulously achieved, thus saving the house, which had deteriorated badly in the late 19th century.

So ended a most memorable day. It is a remarkable house, particularly in its seclusion amongst country lanes, its antiquity and, especially, that all of it is quite obviously lived in, newspapers on the table, ashes in the grate and so on. It must take a lot of work by Colonel and Mrs. Floyd. Moreover, as he pointed out, minor repairs such as chimney sweeping, almost invariably require scaffolding, and roof plates have to be specially made because they are of no known modern size or shape. He and his wife deserve the highest praise for the day-to-day preservation of a structure which, if possibly not unique, must be a peculiar heritage from the remote past.

R.B.H.

From K. L. Rossi:

Owners of cars with coachwork by Freestone and Webb, who ceased production about 1958, will be interested to know that the former works manager, Mr. J. T. Knott, is now works manager of Messrs. Wood and Pickett Ltd., Abbey Road, Park Royal, N.W.10. (Tel. 01-965 4701), who specialize in body repairs.

Mr. Knott still retains the Freestone and Webb records from which he can give any member construction

details and building dates. When I told him that my Freestone body was No. 1815, he told me that it had been built by the firm to their own design for their stand at the 1956 Earls Court Motor Show.

He told me that he would be only too pleased to visit any member—whatever their make of coachwork—to give quotations and advice, charging only a nominal fee to cover travelling expenses.

Gearboxes: The Search for Perfection



Although I did not join the Company until September 1930 I had spent eight weeks in Derby in the summer of 1928 as part of my degree course. After watching experts scrape bearings and after destroying a Falcon on the test beds I gravitated to the chassis dynamometer for the last month and made a lifelong friend of Percy Rose, who later as an experimental driver became famous for his pithy but unprintable instructions to drivers indulging in French testing for the first time. The chassis dynamometers which had water cooled friction brakes could resist full torque on all gears of the 20 h.p., down to 3rd on a Phantom, but of real interest to this story, would run backwards. At weekends, as I quickly discovered in 1930, we could test experimental boxes in reverse. During production dynamometer testing, things got very hot, particularly as engine power

increased. In fact some parts of the car had always been unnecessarily heavy simply to survive the dyno test without the cooling forward motion. It was not long before the "dyno house" disappeared, and with it the last means of resisting reverse gear in a laboratory.

Rm was not to be outdone by this loss and decided that 12 GIV fitted with the latest reverse gear should tow 14 EX (in 2nd with brakes on) full throttle in reverse for the length of the Shardlow straight— $\frac{3}{4}$ miles. We set off one morning with tow rope, and at the start of the straight turned 12 GIV round and tied the fronts of the two cars together. As the cars now presented an appearance of a very imminent head-on collision we had to decide on which side of the road to drive. Rm thought that the towed car should face forwards and that I should drive in reverse. This put all the strain on my neck muscles and might have cost my driving licence had the police witnessed the test with disapproval. Rm was of course still smarting from the dislike of the police to front wheel wobble testing! Seizure occurred after about half a mile, but fortunately freed itself by cooling while we were deciding a recovery procedure such as disconnecting the propeller shaft. Making reverse reliable was a minor technical problem involving materials, clearances and oil holes. White metal proved better than any of the copper alloy bushes.

All thoughts by 1931 were turned to making gear changing easier. Up to 1930 only one experiment on this subject had been carried out, namely the trial of the free wheeling side shaft. This was an invention of R and was patented in 1928. A free wheel interposed between the shaft and constant mesh wheel removed the clutch inertia from all changes when the engine speed was below synchronism.

Easier changes had become possible using the correct technique, but they were not perfect and never as refined as those of a good driver with an orthodox box. Free wheeling of the car in indirect ratios had to be accepted as part of the price and the idea, although tried on 20 h.p. and 40/50 experimental cars, was not pursued.

Public appetite for easy gear changing had been whetted by the Ford model T and the Wilson epicyclic, and why the latter did not gain more popularity is difficult to say. Perhaps basically expensive, the extra cost of refining the pedal operation would have made the total cost excessive.

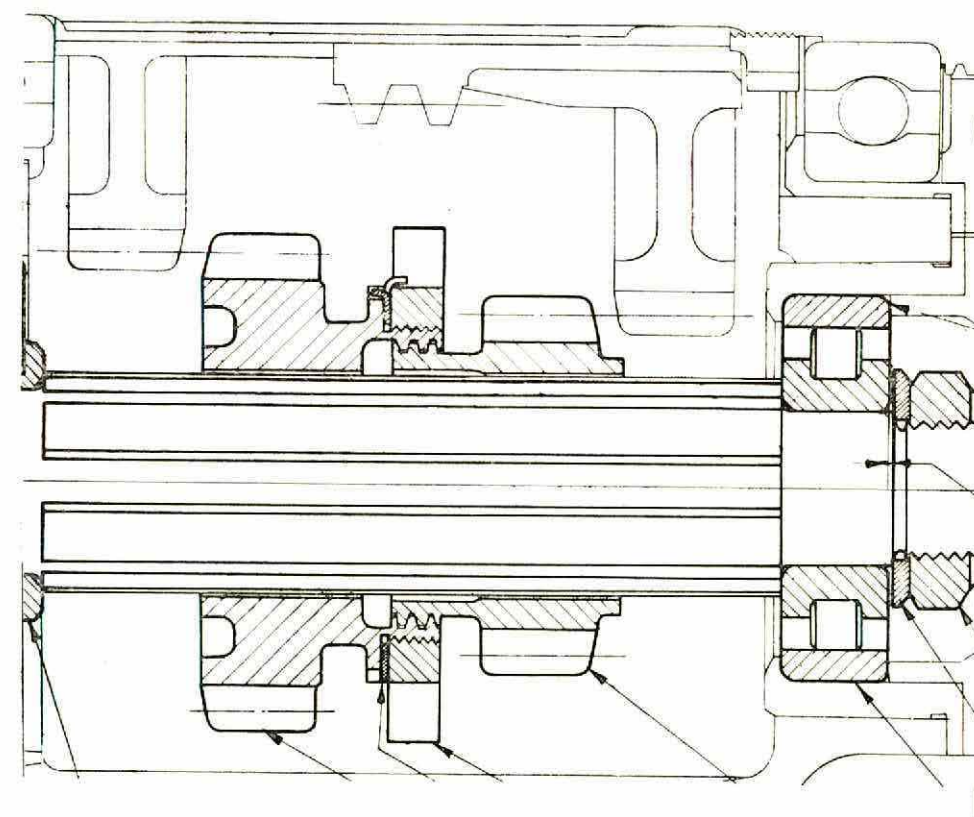
The next R-R experiment apart from fitting a Wilson box to a 20/25 car was the Salerni coupling between the rear of the box and the propeller shaft. This in effect behaved as the free-wheeling side shaft during gear changes but locked up again Maybach-wise when the clutch pedal was fully home. The Salerni coupling was tried on 14 EX, a car half PI and half PII, at a time when due to some steering experiments it had very little steering lock. It was not long before Hs tried to turn round at the Dog & Duck but failed to do so, coming to rest against a brick wall. It was then discovered that reverse could not be engaged unless the car was free to move slightly forwards. This ended the Salerni experiment.

Quite often Rolls-Royce have the doubtful advantage of being offered by inventors their ideas for improving motor cars. Gearboxes were no exception and a large Humber arrived in the Experimental Department one day fitted with yet another device for disconnecting both ends of the gearbox during a gear change. On this occasion a multiplate clutch severed connection with the propeller shaft when the engine clutch was disengaged. A multiplate clutch had been chosen because of its small diameter but its inherent drag was countered also by a fierce brake, all of which required a mighty clutch pedal effort by one's left leg. The inventor was so pleased with his idea, which certainly permitted silent and thought-free gear changing, that he demonstrated on the Osmaston Park Road how reverse could be engaged while moving forward. He then drove smartly backwards into a milk van which had secretly crept up behind us.

While seeking easier gear changing, an elusive problem common to all boxes was "overrun rattles". These occurred between the first motion shaft and layshaft over a small speed range with the throttle closed. They were elusive because the uneven torque on overrun caused by piston inertia of a six or four cylinder engine or a slight angle on either propeller shaft joint could start the noise.

When a vibration has two causes it can be very difficult to eliminate because no single cure is effective. Believing piston inertia to be the main cause of the trouble I persuaded Hs to have made a set of pistons in cast iron, weighing, therefore, three times as much as usual. They proved my point, rattles being plainly audible over a much wider speed range.

By now America had made its choice on simplifying "gear shifting". Synchromesh had made its debut and had impressed Hs with its quality, its simplicity, its likelihood of being reliable and by what nowadays is called its cost effectiveness. Hs persuaded R to design a 20/25 box with synchromesh on top and 3rd. This meant of course that 4-3, 3-4 and 2-3 changes needed no skill to eliminate noise.



Torsionally free coupling of 1st and 2nd speed sliding gears.

A dog clutch now engaged third gear instead of the sliding of a pinion. The third speed gears were continuously in mesh and could be helical for quietness. A "silent third" was an automatic advantage of synchromesh. It was not, however, inaudible, and we cast some covetous eyes on the spool gear (internal spur gear) being used by Graham Paige in America. The synchromesh design retained the interlock on the sliders, a feature which Rolls-Royce continued to use longer than anyone else. Judging by a Studebaker we acquired they must have been very jealous; a gearbox with two gears engaged simultaneously and unintentionally is not a happy state of affairs.

Already non-positive and positive synchromesh mechanisms were in use in America. The former required a patient driver, but the latter, if correctly proportioned, were fool-proof and were chosen by West Wittering. With the positive cam synchromesh synchronism is sensed, not by comparing speeds but by noticing when the torque to accelerate or decelerate the clutch driven member reaches zero. The cam and sliding piece can then move the dogs into engagement provided that slight relative rotation of the cones takes place. The cones having just come to relative rest are loath to provide this movement, and many months passed while we altered the surface of the cones, their material and the angle of the male and female.

Right from the start of development reverse seizure again became a problem, overrun rattles were even louder, there being more to rattle, and lubrication of the 3rd speed bushes proved difficult. On all except the first box, jumping out of 3rd gear added to our worries, although it did not surprise us. The 3rd speed driven gear being helical ran slightly tilted and produced a rotating end load on the sliding pieces. The problem was new because instead of a pair of mating gears wishing to move endwise, a dog had now caught this disease.

Mating gears which jumped out of engagement were known to us as in the past each gear in each box had received attention to its splines to achieve a balance between drive and overrun.

Rolls-Royce had used for many years a unique design for preventing 2nd and 1st from jumping out of mesh. Not only were the moving gears on the lay shaft where torque and end loads are lower, whereas on all other cars they were on the 3rd motion shaft, but the 1st and 2nd speed pinions were coupled by a torsionally free coupling allowing each to choose its own length and position of spline unaffected by the other as shown in the sketch.

(to be continued)

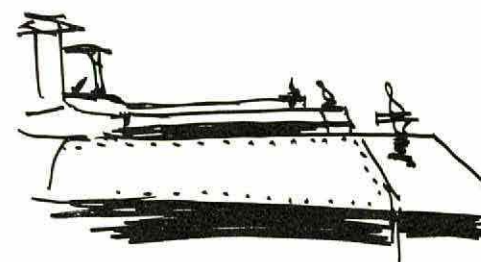
H.J.G.

CONCOURS RESULTS

	1. INTERIOR	2. EXTERIOR	3. UNDER BONNET	4. CHASSIS	5. ORIGINALITY	6. MECHANICAL		
	MODEL	100	100	100	100	150	250	TOTAL 800
CHAMPIONSHIP CLASS								
V. W. Hodgson	25/30	83	94	93	84	150	222	726
R. W. Colton	S.W.	88	88	82	65	150	228	701
G. E. Price	25/30	65	86	87	85	150	224	697
C. J. Curtis	25/30	74	92	82	79	130	235	692
Mr. & Mrs. F. Hellings	20/25	72	90	78	72	130	187	629
S.G., 20, P.I, P.II, P.III.								
H. M. Denton	20	98	100	99	92	149	200	738
D. F. Wills	20	93	92	90	85	145	205	710
W. F. Watson	P.II	65	85	81	55	150	230	666
J. D. Townsley Jr.	P.III	68	79	82	60	140	230	659
L. H. Jamieson	S.G.	78	84	86	75	130	193	646
F. A. B. Valentine	PI	74	75	83	62	120	230	644
W. F. Watson	S.G.	72	83	76	71	150	140	592
20/25, 25/30, WRAITH.								
J. F. Denton	25/30	81	92	83	72	150	210	688
S. J. S. Boord	20/25	65	89	77	74	150	195	650
R. D. Dale	20/25	66	93	81	71	120	215	646
J. I. Yates	W.	63	80	81	60	135	195	614
G. B. Lochée Bayne	20/25	59	69	79	71	100	180	558
SILVER WRAITH, SILVER DAWN, SILVER CLOUD I.								
J. Hamilton-Fish	S.C.I.	87	92	88	61	150	230	708
A. Taylor	S.W.	76	91	88	67	150	230	702
E. C. Flynn	S.D.	88	91	89	80	150	196	694
Miss S. Taylor	S.C.I.	72	88	81	68	110	205	624

Concours d'Etat

May 31st, 1970



The late spring this year seemed to ensure that the Berkshire countryside was at its greenest when, on the last day of May a couple of dozen cars mustered for a concours d'état in the beautiful setting of Littlecote House. Here in the Kennet Valley, only a mile or so from the busy A4 road, is to be found peace and serenity in completely unspoiled surroundings.

Littlecote, a Tudor Manor House built about 1500 A.D., is of impressive proportions and looks mellow and secure under its Cotswold stone roof. Members who failed to tour the house, with one of the official guides, missed an interesting glimpse of a period of Cromwellian history, and the sight of some very beautiful family possessions.

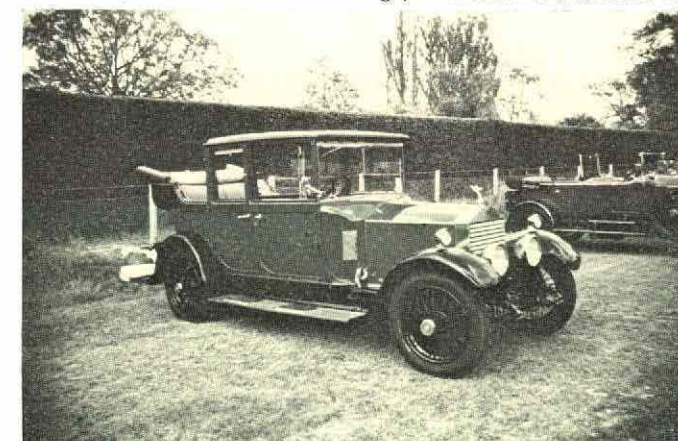
Outside, meanwhile, in a grassy enclosure in the grounds, the usual dedicated team of judges marked their way steadily through members' cars, and before their score cards had been completed the sun burst through and added further lustre to the concours.

There were four classes of competitors: Championship Class; S.G., 20, P.I, P.II, P.III; 20/25, 25/30, Wraith; S.W., S.D., SC.I.

H. M. Denton's beautifully restored 20 was awarded the highest marks in any class and rightly so.

As a matter of technical interest, John B. Townsley Jr., who was competing with his 1937 P.III, showed us a piston which had recently been removed from the engine of this car. A persistent tapping noise in the engine had defied identification, even by Hythe Road, until after 12 months it was attributed to a piston.

The pistons were accordingly withdrawn and sure enough one of them was found very defective. A large portion of the skirt—from just below the bottom ring right through the hemline—was "floating", and it was prevented from falling into the sump only because of its "waisted" shape.



H. M. Denton's winning 20.

Even after 12 months of running in this condition the cylinder wall was unmarked and engine performance was not impaired.

A new piston was fitted and the ticking of the clock could once again be heard!

Members agreed that this had been a particularly relaxed and peaceful gathering in very agreeable surroundings.

pictures and story by G.B.L.B.

F. E. remembers . . .

PART III

As mentioned earlier, Conduit Street was, until the outbreak of World War II, the Head office of the Company and housed the Managing Director, General Manager and Sales Manager of both the Aero and Motor Car Divisions. The building was a hive of great activity, and I shall always remember the kindness shown to me by all personnel and the help given by my immediate colleagues in the showrooms.

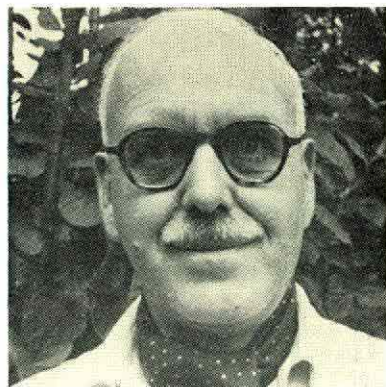
For some three months I was under instruction which included visiting the main London coach builders: Barkers with showrooms in S. Audley Street and works in Olaf Street, Shepherds Bush; Hoopers in St. James' Street and their very modern works in Western Avenue; Thrupp and Maberly, Devonshire House, Piccadilly and Cricklewood Lane; Windovers, Conduit Street and Edgware Road; James Young, Gurney Nutting and many smaller concerns. It is a sad thought that all these names are now but a memory, but their superb workmanship will live on for many years to come. It is fortunate that, through the intervention of Rolls-Royce, the combined firms of H. J. Mulliner, Park Ward and Company continue to produce such outstanding examples of the coachbuilders art.

At the conclusion of my period of probation and training, I was put in charge of the Used Car Department. It will probably come as a surprise to many 20-Ghost Club members that Rolls-Royce conducted a very thriving retail business from Conduit Street. The sale of a new model invariably meant taking a used car in part exchange, not necessarily of our own make. The latter were usually sold to the trade, but no used Rolls-Royce was ever sold retail until the chassis and coachwork had been thoroughly overhauled; as a result, buyers could be sure of obtaining a two or three year old car in thoroughly good order. Unfortunately the cost of reconditioning, even in those days, was such that the final transaction was not very profitable except for the used car buyer.

The selling of used cars gave me a chance of visiting many parts of the country and thus enabled me to meet, as in earlier years at the Works, many interesting and famous people of that period. Amongst those I met, and shall always remember, were Rudyard Kipling, Lloyd George, Bernard Shaw, and The Duchess of Bedford (the Flying Duchess) to name but a few.

COACHBUILDERS GALORE

Looking through one of my early notebooks recently, one can hardly believe that in 1933 there were some ten coachbuilders in the London area alone building bodies for Rolls-



Royce chassis, in addition to a number of provincial builders such as Rippon Bros., Arnolds and Cockshoots of Manchester, Crosby and Dunn of Birmingham, Arthur Mulliner at Northampton and many more. It is interesting to note the prices charged in those days; for example, Hoopers and Barkers charged £775 for a Phantom II Sedan de Ville on a one off basis, with a reduction of £80 for a similar body on the 20/25 chassis. This would bring the price of the complete car around £2,575 and £1,795 respectively. At the other end of the scale Gills, well known in those days for their all-weather bodies, charged £450 and £400 respectively. "What's in a name"! This same notebook tells me that on the 1st February 1933, the part exchange value of a 1924 Silver Ghost was £200 decreasing to £50 for a 1919 model. Whereas the 1929 20 HP was worth £750 with centralised lubrication, £50 less without, decreasing to £150 for a 1925 model. There is a footnote which stated: "Prices based on best class coachwork, whole car in good condition and possession obtained without serious delay." What a tragedy it was that I did not buy up some of those 1919-1922 Ghosts and store them away, but who was to know the astronomical figures they would fetch thirty-seven years later!

Although I mentioned earlier that used R-R cars taken in part exchange were sold retail after overhaul, this was not strictly correct, as naturally general condition had to be taken into consideration, and where the cost of overhaul was not a viable proposition, these cars, too, were sold to the trade. There were several good buyers in London and the provinces, and names which come to mind are Jack Compton, Alpe and Saunders, Paddon Bros., George Newman and Co., Woodhall Nicholson of Halifax to name a few. Jack Compton, whose business in those days was at Crystal Palace, and George Newman who traded in the Euston

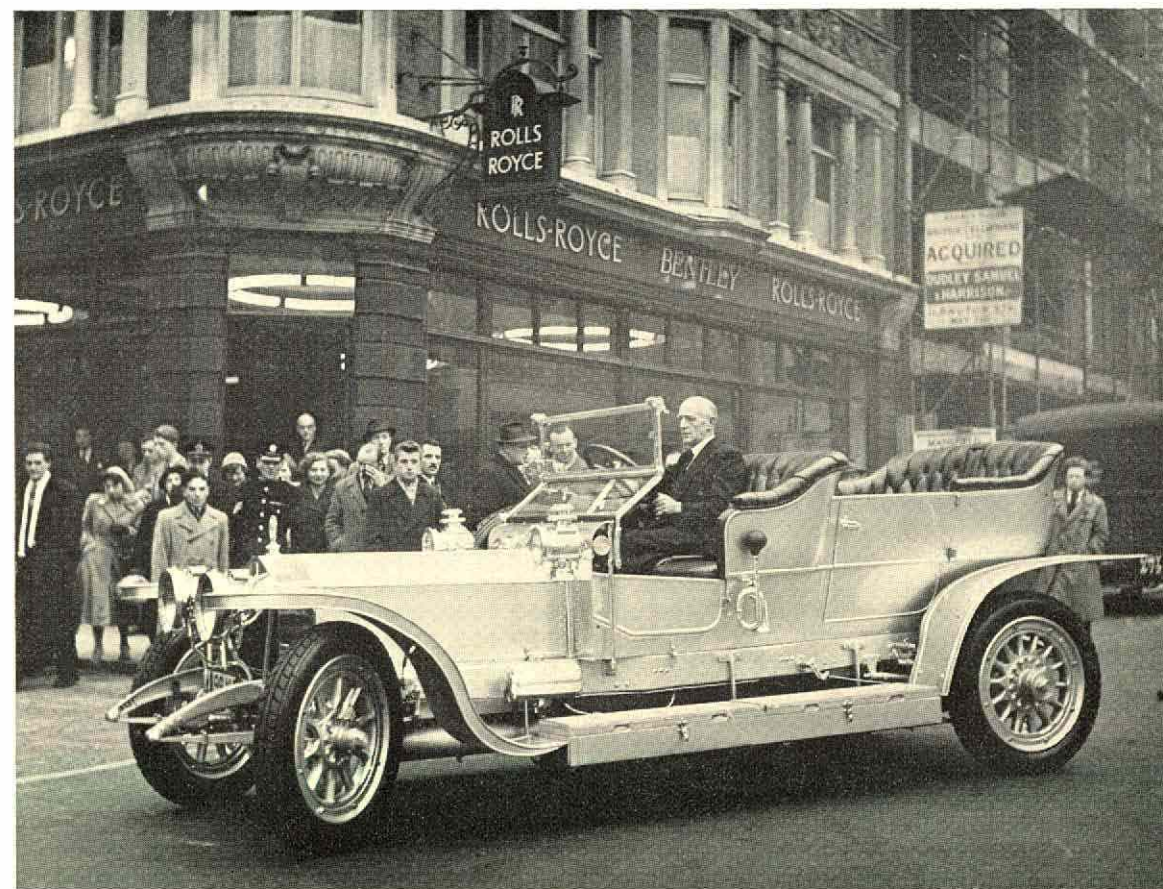
Road, were to my mind great characters in the dealer world and both kindly men. It was Jack Compton who originated the Replica cars. After removal of the body, usually a limousine, the radiator would be raised and the steering column lowered and then, after a chassis overhaul in his workshop, a new Sports Saloon or D.H. coupé would be fitted. These bodies were made by Ranelagh or the Carlton Carriage Co. and the finished product looked extremely attractive and at a quick glance could be taken for a current production model despite the fact that the chassis was then probably 8 to 10 years old. It would be interesting to know if many Compton Replicas are on the road today.

There was a firm near Putney Bridge, Cooper Motor Bodies Ltd., who specialised in the sale of used bodies of various makes. Occasionally an overseas customer would order a chassis only ready for his arrival in the U.K. After taking

delivery the chassis would be sent to Coopers and for a very modest sum a body complete with wings, running boards, dashboard, etc., would be mounted, and the owner then used his "new" Rolls-Royce for the duration of his leave, after which Coopers would remove the Austin or whatever make body they had fitted and the chassis would be despatched to the owner's country of domicile for a body to be mounted there.

NEVER "SECOND-HAND"

An incident occurred within a few months which I have never forgotten and which stood me in good stead throughout my Sales Department career. We received a postal enquiry from a gentleman living in Bury St. Edmunds for a used 20/25 HP saloon and at that time we had in stock a very attractive 1934 H. J. Mulliner Weymann saloon. I duly called with this car and during my conversation mentioned casually



The Silver Ghost in front of the Conduit Street showrooms is AX 201. At the wheel is the late Walter Garner, a demonstration driver. An interesting fact about Garner was that his Father was head coachman to the Bowes-Lyons. As a small boy he used to play with the Queen-Mother, an association which she never forgot, and whenever the opportunity arose always used to talk to him of the old days. I think I am right in saying that he was awarded the M.V.O., in fact I am sure he was.

that it was second hand and having been overhauled at our Repair Works, was in 100% condition. A sale was completed and I thought no more about the transaction until some weeks later W.M. (Bill) Cowan, our General Manager, sent for me. Incidentally, Bill Cowan (C) started life as a Page Boy at the R.A.C. or rather The Automobile Club of Great Britain, as I believe it was known in 1905. Claude Johnson was the Club Secretary and when he joined Rolls-Royce he brought Cowan with him. The latter died during the early years of the war and is buried in West Brompton Cemetery. I have often joked to my colleagues who knew him, that he was watching over us at Earl's Court! But I am digressing: The reason C had sent for me was because the Bury St. Edmunds owner had written to the Company complaining about a few small items and concluded his letter by saying: "Your Representative told me the car was in 100% condition". As "C" pointed out to me, in, I should add, a very kind

I was hunting through my tool box some years ago and came across a key. I knew what lock it turned, and I knew only one other colleague who might recognize it—Ronnie Hacker on the aero side at Conduit Street. So I showed it to him, and without a moment's hesitation he exclaimed, "Good Heavens! That's the key to the Premium App. Lav! After nearly 40 years!

Ours was the only one with a lock—the remainder of the "workers" were timed in and out by a chap who sat in a little office at the entrance. His name was Jim Mowbery, and he called himself "The Clerk of the Works". I can see him now writing down all the chaps' clock numbers and the time.

and fatherly way, no used car could possibly be in such a condition, as no matter how small the mileage, wear was taking place and only a new chassis could be described as 100%. From then onwards, I always used the term, "We have carried out all the repairs considered necessary in view of age and mileage." "C" also impressed on me the importance of referring to a car as used and not second-hand, an expression so often loosely used. A car could have had several owners and therefore strictly speaking could not be termed second-hand. "Always use the word used, my boy, never forget this", and I never did. I like to think I helped others in this respect.

Reverting to Jack Compton for a moment, I remember very well borrowing from him one weekend in the summer of 1937, a 20 HP open tourer, one of the earliest models with a central gear change, in order to convey a small plywood dinghy from London to Skegness—which I laid across the front and rear seat squabs. Despite the car's age (14 years) it ran very well. On the following Monday I returned it to Compton with grateful thanks and a few days later Jack rang me to say he had sold it for £25 "on the strength of your journey to Skegness and back". Maybe that wonderful little car is still on the road today.

Perhaps some Club members may remember Phil Paddon who founded Paddon Bros. I doubt if any trader held the products of Rolls-Royce in greater esteem than Phil, and there may still be in existence copies of his booklet entitled "60 (or was it 100?) Reasons why you should buy a Rolls-Royce". Hugh Keller and Captain Moore now carry on the traditions founded by Phil, who incidentally was originally in partnership with T. O. M. Sopwith before the latter turned his attention to aeroplanes.

Retail sales received a great fillip with the introduction of the Phantom III in 1936 and the short-lived Wraith at the Motor Show of 1938. Increased sales produced a greater number of used cars and our basement became the used car showroom. However, with war clouds appearing in 1939, business started to slacken and talk amongst my colleagues centred around what we should do if war broke out, the general impression being that the Sales Department would, of necessity, have to

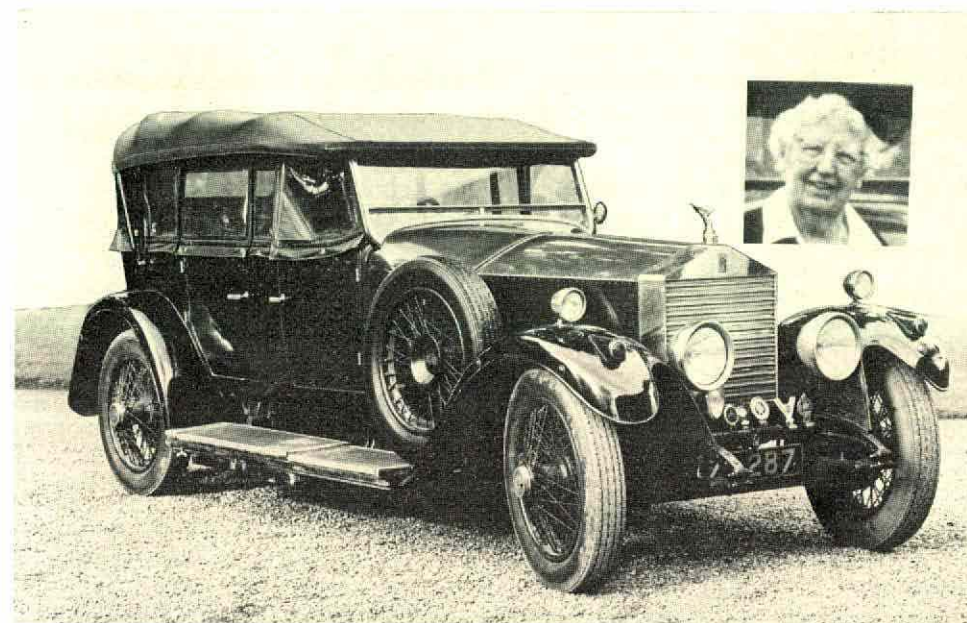
close down. Come July, several of us decided to volunteer for the services and I applied to join the R.A.F., but was informed that as no vacancy existed at that time, my name would be recorded. Towards the end of August life at Conduit Street was very hectic and uncertain, but in the meantime I had received from the Air Ministry a Postagram saying that I was to hold myself in readiness to act promptly on receipt of instructions. This, I learnt, meant that I might not be called up for some months, so I decided to take my wife back to her parents, who lived near Derby, and on the Monday after war was declared, I went to see Tom Haldenby (Hy), Assistant General Works Manager, who decided I should take a course on the Merlin at the Derby School of Instruction. Following this, I was sent from the Works to Fairey Aviation, Ringway, Manchester to help install Merlins in Battle aircraft. My stay there was short-lived as I was called up on the 15th January 1940 and so "went to war" for five years. As so often happened during the war, my knowledge of Merlins and Rolls-Royce generally was never used, as I spent most of those years on Bristol engines!

With the cessation of hostilities, I returned to Conduit Street on the 1st January, 1946.

(to be continued) F.E.

Members' Cars Described

(No. 5 New Series)



Model:	20 hp.
Chassis No.:	GMJ 52
First Reg.:	1927
Coachwork:	H. J. Mulliner
Present Owner:	Miss L. Overend

Owner's Remarks:

I started driving in 1919 with a second-hand open Ford. This was followed by a 2-seater Hillman and then a 12 h.p. Talbot—a lovely car. It was on a visit to London in 1927 that my Mother and I first saw the Rolls-Royce 20 pictured above. It had just been completed to a special order, but the man who had ordered it for his wife could not get her to accept it because it was a tourer. Rather to my alarm my Mother asked for a trial run, and after that she did not hesitate. It was ours without a day's delay. How grateful we were to the wife who did not want it.

From then on it has been the perfect companion; every bit as good as the first day 43 years ago. We enter for vintage car rallies every year, and the car won the Hall trophy for the quietest engine four times in succession. The Trophy is the Spirit of Ecstasy, and is always on our dinner table with four little cups round it.

In 1967 we took part in the F.I.V.A. International which terminated with the presentation of a plaque commemorating the victory of Mercedes in the Gordon Bennett Motor Race of 1903. It was given by Mercedes of Stuttgart and unveiled by Frau Carracciola, widow of the great racing driver. This was a great occasion.

The first thing I did when the car was delivered was to take off a wheel. I had to do this three times, once in pouring rain, so as to have confidence when I was out on the open road. I am not a mechanic, and can only do ordinary maintenance such as changing and cleaning plugs, topping up batteries, greasing at the 500, 1,000 and 2,000 miles intervals, changing the oil, cleaning the sump, and of course washing the car and polishing the engine and all inside parts.

The car was out of use for four years during the war when the regulations about petrol were very strict, and so has only run 160,000 miles. I still have practically the entire fine tool kit and instruction book which was supplied, and two heavy straps for luggage.

I took the car to Derby for a re-bore and drove it back to Holyhead, and she has since been re-bored and overhauled by a Rolls mechanic in Dublin.

As I am a member of the St. John Ambulance, the major part of her work has been on behalf of this organisation.

The great Eucharistic Congress of 1932 was a terrific event. The Twenty took me to duty from 9 a.m. to 2 a.m. for seven days—a most unforgettable experience. She was invaluable, dashing full speed through the crowds, filled with casualties. A million visitors came, all in varying states of emotion, with many collapsing as a result. It was all very exciting, but without the car I would not have been able to cope.

She still accompanies me to the Royal Dublin Society's Spring and Horse Shows, doing five days' duty at each. The car has also done much work taking invalids to the airport for Lourdes, a very touching experience.

Perhaps its most exciting occasion began with a telephone call at 9 p.m. There had been a plane crash in the mountains. After a long drive the place was found. We left the car some distance away and walked to a shepherd's hut where the casualties were being brought in. They had all kinds of injuries, but none were fatal. We had a trained nurse with us, but we had no medical equipment of any kind except what we had brought with us. We worked by the light of blazing torches, and I felt that the scene must be something like what Florence Nightingale experienced in the Crimea.

The car is still in constant use of course in and out of Dublin for shopping, visits to the St. John Ambulance office and also to our little place in Co. Wicklow, 34 miles away. It is country which abounds in lovely drives, and we go down there for a holiday in September and drive about off and on.

I fear that all this is very pedestrian, nothing spectacular or interesting, and I feel very diffident in offering anything so poor to the Great Ghost Club. But I feel very proud to be the owner of a car which personifies "the magic of a name".



... OF NUTS AND BOLTS

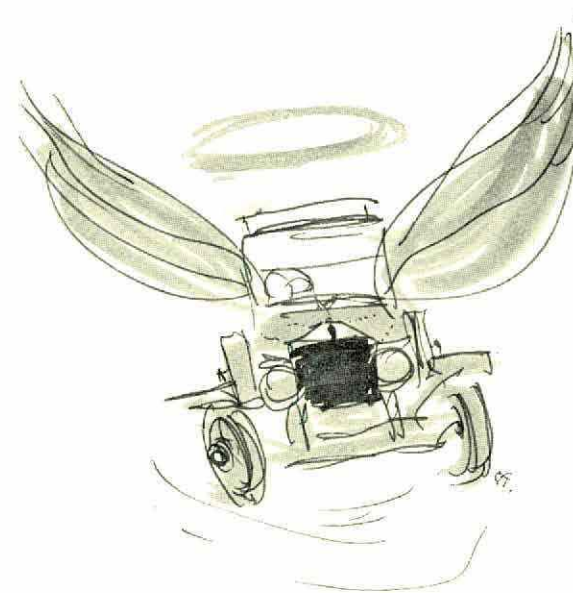
AND MATRIX TUBES ...

I find it essential to back flush the radiator once a year to ensure that the water does not boil on climbing long, steep grades. It would appear to me that the radiators on all Rolls-Royce cars are made with such fine tubes that there is no margin allowed for any silt to collect on the top of the matrix as in other makes. I have had boiling troubles, not only with GGP 28, but also with my two Phantom IIs, 74 GN and 101 SK. Fortunately, the Phantom III, 3-AZ-146, has so far never suffered from this, as she has the big filters on the uptakes from the cylinder blocks to the matrix, which I clean out about every 5,000 miles and very little deposit appears in them.

In order to overcome this boiling problem through a blocked matrix on GGP 28, 74 GN and 101 SK, I was introduced to a Bars Reverse Pressure Motor Flushing Gun, which cost 27/-, and never has money been better spent. It is used by disconnecting both top and bottom radiator hoses and then inserting the gun at the bottom radiator connection; on to this I put an ordinary hosepipe connected to the mains and turn full on, so that the radiator fills from the bottom; I put a long hose on to the top radiator connection to carry away the surplus water. Then on the side of the flushing gun where there is an air valve, I insert my airline. With the radiator cap OFF the compressed air is allowed to go into the radiator already full of running water. A pressure of about 80 pounds is used and silt and muck collected in the matrix is blown out clear from the filler spout. It is amazing what is brought out with about a dozen blasts of the air line. The water gushes out of the filler spout about nine inches high when the radiator is clear. Then, after re-connecting the engine and radiator together again with the usual hoses, in the case of GGP 28, before refilling I put a magnet on the end of a long piece of wire down the filler spout and any large particles can be removed with this. Great care must be taken not to over grease the water pump, or the grease will get into the matrix and block it.

As a coolant I use distilled water or water from the domestic hot water system which has had many impurities removed, added to this for 74 GN, 101 SK and 3-AZ-146, I use SQ 36 as an inhibitor to preserve the aluminium. SQ 36 is made by Marston Lubricants Ltd., of Liverpool, from whom supplies can be purchased direct, and it is approved by Messrs. Rolls-Royce for engines which contain aluminium. Since I have been following the above routine I have had no further boiling troubles of any sort.

W.J.O.



HOW TO EXORCISE A GHOST

Ghosts, Phantoms, Wraiths and other models haunt their owners—with thoughts of what will be the financial effect when they (the owners) "become an Estate", as the lawyers so charmingly put it. The following thoughts on the subject are offered by our Honorary Solicitor only so that they may encourage our members to consult their own professionals.

In certain cases vintage and veteran cars can be granted total exemption from estate duty:—

1. If bequeathed to, and accepted by an appropriate museum maintained by public funds such cars may, if the Treasury agrees, be ignored for estate duty purposes.
2. If bequeathed to an individual or to executors as part of the residuary estate they may be exempted from duty so long as they are enjoyed in kind, provided there has been no sale. The Treasury would require some person, executor or legatee as appropriate, to undertake to keep the car in the U.K. (except for temporary purposes sanctioned by the Treasury) to preserve it and to give reasonable facilities for inspection. If the undertaking is broken, duty is chargeable.

These two exemptions only apply in a limited class of cars where cars of some historic or scientific interest are involved. The E.D.O. used the phrase "in its pristine condition", and indicated that the exemption was granted sparingly. As the E.D.O. are apparently advised by the Science Museum as to the grant of exemptions, it might be possible to make enquiries there to establish the situation in doubtful cases. Any approach would have to be made on an extremely informal basis and, even so, it is unlikely that any individual official would be prepared to commit himself in advance.

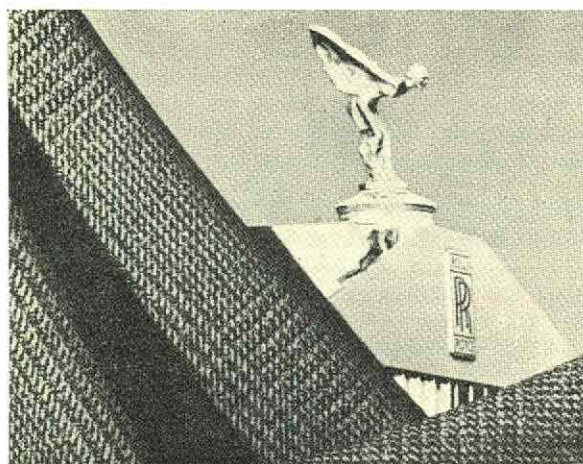
If exemption were not obtained, the problem would become one of straightforward estate duty saving.

Any settlement or gift of a car would involve two problems:—

- (a) The necessity for the donor to survive for 7 years.
- (b) The entire exclusion of the donor from the subject matter of the gift.

If therefore it is felt that the inclusion of a vintage car or cars in an estate may give rise to cash shortage, the simplest way to alleviate this would be to take advantage of s.37 of the F.A. 1968 and make a gift of a policy or policies to the beneficiaries.

One additional point should be noted. If a testator leaves his residuary estate, including a vintage car, on trust for his wife for life and then to his children, and the car obtains exemption until sale, then, if the car is sold after the wife's death, duty is charged at the rate appropriate to the wife's free estate and not to that of the testator.



THURSDAY, 18th. Meet for overnight stop at the George Hotel, Chollerford on the B6320/B6318 junction approx. 21 miles West of Newcastle. Approx. mileage from London direct: 280 miles.

After polling an early vote, the start from the London area was no hardship at that time of day. The A1 disposed of most of the miles in a relatively uninteresting but efficient way, only punctuated by the odd happening: a flattened pheasant (no damage); a gaggle of gipsies complete with horsedrawn caravan; an expensive fill of petrol, and all the time glorious sunshine. As we travelled northwards the roads became more undulating, narrower, and less used, altogether more pleasant and ideal R-R country. On arrival at the George, a wash and brush-up just fitted in before the bar opened and the talking began. The brass in the bar including Major Heathcote, Captain Boord and General Election, the latter being the main talking point. Dinner—talking—coffee—talking—then, just before the smoke in the lounge went solid, we retired to a well earned bed.



Lunchtime at Otterburn (Frank Hellings)

Scottish Border Tour

June 1970

FRIDAY, 19th a.m. Visit Housesteads (Vercovicium) to inspect Hadrian's Wall and Museum. Meet for lunch at the Otterburn Tower Hotel, Otterburn. 40 miles.

p.m. Run via Rothbury and Alnwick to Castle for overnight stop in the Coldstream/Cornhill/Bamburgh areas.

This morning set the pattern for the tour. In addition to Housesteads, we visited Chesterholm Camp and the remains of the Roman bridge. The wall built by the Emperor Hadrian in the year A.D. 122 presents an imposing sight. Much remains and little imagination was required to picture the Roman legions occupying the forts and manning the wall.

We all departed in time to arrive at Otterburn for a welcome buffet lunch after which a few members of the party toddled off to Otterburn Mill, and returned with their tartans. It was at Otterburn that a member of the 20-Ghost Club was seen with a transistor to his ear; we ignored this happening until the owner announced that "Ted was to see the Queen" whereupon we all caught the bug and the set was unashamedly turned up.

A fast drive—at least it was fast for a 25/30 following a 40/50—over the wild and beautiful Cheviot Hills, through Jedburgh, Kelso, Coldstream, to Cornhill-on-Tweed, where several of us encamped at the Tillmouth Park Hotel. It was here that confirmation was received that the lunchtime transistor did not lie, so bubbly was ordered for more than one table at dinner.



Mellerstain House (Frank Hellings)



At Mr. Dale's Motor Museum (Frank Hellings)

SATURDAY, 20th. Visit to Holy Island via Beale and causeway, followed by private visit to Mellerstain House, near Gordon, the home of Lord Binning. Overnight stay in Melrose area. Approx. mileage for day 50.

A certain amount of indecision preceded the visit to Holy Island. Fred Watson's murmurings about salt under the coachwork and Phantom II's not being designed to float, but the ladies got their way (again!).

Somehow we all arrived at Mellerstain, one of the great Georgian houses of Scotland, and lined up in "our" field. This time we were joined by Lennox Jamieson and the Sapsford family in their 20 Tourer and 20/25 Weymann Saloon respectively.

After the usual natter, it was discovered that two coach loads of visitors were shortly arriving. In the next moment we were clustered around the guide. The house was just exquisite, the building being designed partly by William Adam in 1725, and partly by his son Robert Adam in 1770. The furnishings were, of course, as beautiful: Sheraton; Chippendale; Hepplewhite, but oh, the ceilings by Adam! the pictures and of course the gardens; everything was so beautifully kept.

SUNDAY, 21st a.m. Proceed individually to meet for lunch and entertain Mr. and Mrs. W. P. Dale at the Harvesters Hotel, East Linton, Nr. Dunbar.

p.m. Visit to Mr. W. P. Dale's Motor Museum. Approx. mileage for day 40.

On the way to East Linton a visit was made to the "Jim Clark Room" in Duns, where the trophies of the late World Motor Racing champion are on permanent display. Also in Duns we met the International Rally driver Andrew Cowan, still with plaster up to his ears after his near fatal crash in the Andes during the World Cup Rally. Then up and over the Lammermuir hills with their vast sheep population, down the other side to the sea.

The Harvesters hotel welcomed us with a special enclosure for the cars, a press photographer, a farmers' bar, and a jolly good lunch at which we met Mr. & Mrs. W. P. Dale. Mr. Dale's yellow PI tourer led the convoy at a cracking pace to his "Myreton Motor Museum" at Drem. Wally Dale's Museum was just fine, not only 40 or so interesting vehicles from a ½-tracked Sahara Fiat to a 1914 folding scooter, but all the paraphernalia appertaining thereto, lamps, oil cans, posters, advertisements. . . . The silent (unfortunately not ghostly), serpentine convoy left for Wally Dale's home, where he contrived to fit all the cars, nine now, into his front drive and still leave room to walk around clutching excellent fayre and cups of tea.

MONDAY 22nd. Drive individually, with members making own lunch arrangements, to arrive at 2.15 p.m. at Reid and Taylor Ltd., Langholm, for short concours, and then a tour of the factory, with afternoon tea in their canteen/picture gallery. Approx. mileage 87.

Washed and leathered cars ready for the show, then the long drive to Langholm via Peebles and Selkirk, over the memorable moors and hills of Teviot Dale, along the A7. All driving at different speeds and different routes, we arrived at Reid and Taylor at the appointed hour. The early arrivals were asked to back out again and re-enter so that the Border Television camera could film us. There is no doubt about the efficiency of Reid and Taylor's publicity department. An ultra-smart buyer from Baden decided that her favourite R-R was Fred Watson's, so he was duly presented with sufficient specially made material for a suit. The only rain of the tour fell at this time.

Many thanks to David Berry for this really enjoyable Border Tour covering 400 or so memorable miles, and adding much to our experience. P.H.C.



Lindisfarne Castle: Holy Island (Frank Hellings)

BOOK REVIEW—*Silver Ghosts and Silver Dawn*

A motoring library can be divided, roughly, into groups of picture books, reference works containing copious, and presumably accurate data, and collections of anecdote which, at best, may be written in a manner to enchant the reader. There are very few books that combine the virtues of all three types: here is one. Mr. W. A. Robotham (Rm) has drawn upon his years with Rolls-Royce to produce some delightful reminiscences and at the same time has provided the historians with much fresh insight into the Company, its ways of working and its problems. He writes in a laconic style, with a twinkle of humour always present, and repeatedly makes a near-tragedy into something faintly amusing and something amusing into memorable farce.

We meet many familiar figures: R, C.J., Percy Northey, Ivan Evernden, Rowledge, Walter Sleator and above all, Hives, whose achievements in peace and in war are given richly deserved prominence. There is no doubt that the 1920s were halcyon days for the author, when, working closely with Hives, he was driving and testing cars anywhere from Derby to Le Canadel and suffering from the atrocious surfaces of the almost empty Routes Nationales when based at Chateauroux. And not only Rolls-Royces: most of the best Continental and American cars were tried and their virtues analysed. Rm clearly shows that the days when everything was designed by Royce's team and made at Derby really ended with his death in 1933; it was then only a matter of time for the transition to be made to the use of bought-out components, pressed steel bodies and the relatively large production that was achieved after 1945. Indeed, influenced by his visits to Detroit, Rm was all for aiming at 5 or 10,000 cars per year, scorning the pre-war average of 1,500 (all models). But while such figures may have been small, they were far above anything that any comparable European car maker could do.

Rm is, above all, modest; but the reader soon appreciates the importance to the company of the contribution he made. Nothing if not versatile, his wartime career was in tank design, and after the war he went on to oil engines, taking up farming as a second string. Only from such a combination of activities could have come the following delightful description of fierce brakes on a 1923 Hispano-Suiza: "However, the foot pressure needed to obtain maximum stopping power on the Hispano was about the same as would be required to crush the shell of a grit-deprived battery chicken's egg".

This book should not be missed.

R.O.B.

And here, to whet members' appetites, are selected extracts from the book.

I always regret that I did not meet Royce in the days when he was creating the Silver Ghost. By 1930 the economic problems stemming from his perfectionist approach, and his desire to control the design of many parts that were by then adequately handled by specialists, sometimes obscured the magnitude of his former achievements and the merit of the uncompromising standards of quality which, due to his influence, had become for ever associated with the company's name.

One simple example of the way he tended to dissipate his talent was the car tool-kit. By 1930 most customers had ceased to regard motoring as a hobby and, unlike Royce, did not feel that their weekend had been spoilt if nothing went wrong during their motoring journeys. But the Rolls-Royce car tool-kit was most comprehensive at that time, and almost all of it was designed by Royce. It included a spare valve, and a couple of valve springs with a special tool to enable them to be changed on the roadside. Royce detested adjustable spanners, even though the coachbuilders would supply them at the customer's request, and designed a full range of double-ended open spanners which were specially forged for him. Not content with this, he decided one day to double the number of spanners by redesigning them with single ends, because he took the quite correct theoretical view that each size nut needs a lever of different length if it is not to be over- or under-tightened.

* * * * *

As is frequently the case with great men, numerous apocryphal stories were, and still are, in circulation concerning his activities vis-à-vis the company. Though the following incident (if it ever took place) must have occurred many years before I joined the company, it was related to me so often by employees in the workshops during my apprenticeship that I cannot believe it to be fiction.

Soon after the Rolls-Royce manufacturing facilities had been moved from Manchester to Derby, Royce was walking down the yard between two buildings one day when he noticed several

men standing outside one of the works lavatories. Going up to them to enquire why they were not at work, he was told that they were waiting for a plumber to unblock the waste pipe of this particular toilet. Indignant at the thought of working hours being lost, Royce took off his coat, rolled up his shirt sleeves, strode into the building and removed the obstruction with his bare hands without more ado.

Yet another story, the truth of which I have been unable to verify, but which accords perfectly with his passion for efficiency, relates to a house which Royce had had erected by a local builder. When the walls and the wooden roof framework were up, Royce measured the angle of the roof ridge only to find that it was slightly flatter than the drawing. This meant, of course, that the builder had saved a few tiles—or thought he had! For the story goes that Royce made him pull the roof down and start again.

* * * * *

I had not been working with Hives very long when an incident occurred which profoundly affected my education as an engineer. Royce had designed the first front-wheel brakes, which we made and assembled on to a Silver Ghost chassis. This was equipped with a typical two-seater, open test-kit body, and fitted with the standard large headlamps on pillars bolted to the front of the side-members. The brake parts were beautifully proportioned, as was almost every piece designed by West Wittering, and I had watched them going through the shops with admiration.

Claude Johnson had emphasised the need for secrecy with regard to our developments; for this reason, Hives decided that our first test run on the chassis fitted with four-wheel brakes should take place after dark. I was very pleased when Hives asked me to stay on after the works had closed, in order to go out on the car with him. To have the opportunity of being in on the first test of what were clearly going to be the best front-wheel brakes in the world was something which I would not have missed for anything. In due course, at about 7 o'clock on a spring evening, we drove out of the works gate in the dusk without attracting any attention, turned right up Nightingale Road (the street which runs past the offices) and proceeded about 400 yards to the T-junction where there is a main road. Here, Hives gently applied the brakes—with the most astonishing results. There was a shattering clatter from the front axle which shook the chassis from stem to stern so violently that both the headlamp bulbs disintegrated, leaving us in the gloom with the wing lamps only. By this time the car was moving only at a walking pace, and Hives brought it to rest on the handbrake. He was obviously as dumbfounded as I was, and after a short pause, said, "What a hell of a row! Let's get it home to the factory before we're arrested." We thereupon furtively crept back to the Experimental Department.

We found a perfectly sound explanation for this extraordinary phenomenon, but it would require a complete chapter to do the technical details justice.

Royce had a good sense of humour, and his eyes sparkled as we recounted our alarming experience on our first test run with front-wheel brakes. He soon devised a neat way of preventing the axle's uncontrolled vibration, which was much better than the "lash-up" scheme we had devised in Derby.

* * * * *

One widely-publicised piece of information in connection with the company and the death of Sir Henry is that, after Royce died, the colour of the Rolls-Royce monogram on the centre of the radiator was changed from red to black as a mark of respect. There is no truth at all in this pleasing legend; the change was made whilst Royce was alive, for the prosaic reason that red is not neutral and did not go well with all the body colours chosen by the customers.

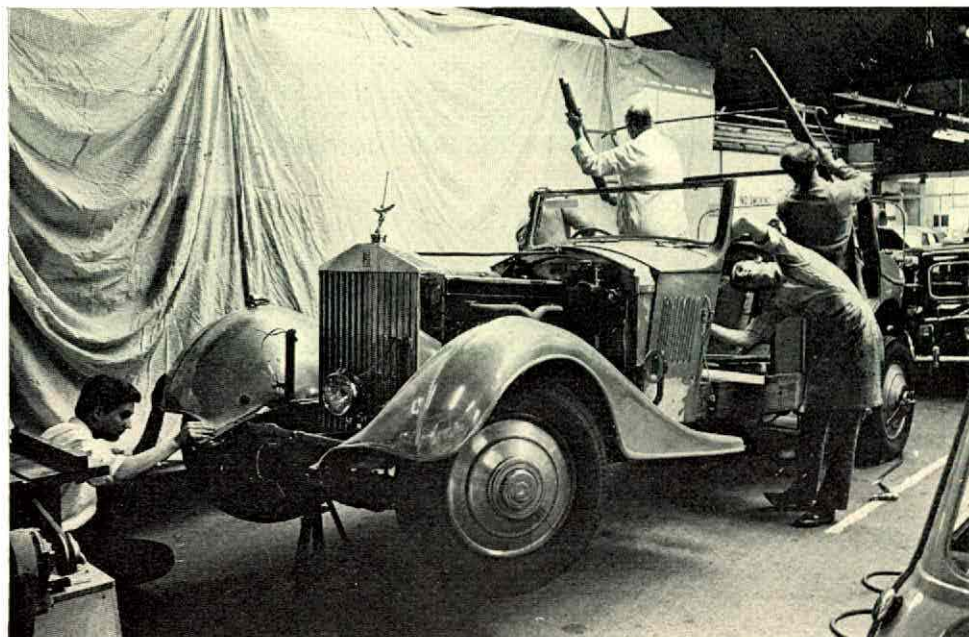
SUBSCRIPTIONS UP AGAIN?

"One of the most exclusive clubs in Britain meets today near Bath—the 20-Ghost Club—dedicated to preserving the spirit of vintage cars. Membership may cost over £3,000." (From S.W. Regional News, B.B.C. Radio 4. April 25, 1970.)

R.O.B.

The P II "Orientals" Return

RUSH FOR THE RAJAHS' ROLLS-ROYCES



The Rolls from Rajkot gets the treatment.

Relics of Britain's Imperial Past are sailing majestically home to help boost one of the country's most successful facelift industries. The returning expatriates are the huge and splendid Rolls-Royces of pre-war days, which still top the popularity list in the profitable vintage car business.

In the past decade, fully restored classic cars have fetched very high prices—Sotheby's sold a 1910 Rolls-Royce Silver Ghost Roi des Belges for £10,000—but now firms specializing in restoring and in selling the stately vehicles say the real "vintage" stuff in Britain is running out.

There is, however, one major source left of the vintage car, especially the Rolls-Royce—the palaces and coach-houses of India and Pakistan. And restorers and vintage car dealers in Britain are snapping them up. The Managing Director of one specialist firm, Coachcraft of Egham, says: "We are restoring a number of pre-war Rolls-Royce cars, particularly for American clients. With them the cost is no consideration at all. But we can't find the right cars in this country, so we search in India and Pakistan. I know one man in Pakistan who has eighteen Rolls-Royces from 1918 to 1935, and most have not done over 10,000 miles."

Currently Coachcraft is restoring a 1929 Rolls-Royce 20/25 for an American client at a cost of almost £3,000 and a 1932 Phantom II for a British civil servant who takes it touring in Africa and has it equipped with a bed, washbasin, radiogram and cocktail cabinet.

Another dealer who has a number of these many-splendoured hallmarks of the British Raj on their way is Antique Automobiles of London. "There are plenty lying around out there," says a spokesman, "but it is sometimes difficult to get them out. You have to work through the Indian Government." He agreed that the Rolls is still the most popular of vintage cars, but originals built by W. O. Bentley before Rolls-Royce took over also command high prices.

Another company specialising in restoration, Wood and Pickett of Park Royal, London, is also looking East for Rolls-Royce collector's pieces. It is currently rebuilding a 1934 Phantom II for a client in Britain which was bought from the State of Rajkot and has only 5,912 miles on the clock.

(The Sunday Times)



Officers and Committee

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

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Trophies:	Mrs. F. Hellings
Inventory:	Mrs. Castle
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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.



NEW MEMBERS

SOUTHALL, Mr. and Mrs. S. R., Lower Court, Clifford, Herefordshire. Clifford 239.					
S.G.	1920	89 AE	R 4871	Tourer	Flewit
WILLS, Mr. and Mrs. D. F., 24 Fallowfield, Stanmore, Middlesex. 01-954 2676.					
20	1924	GMK 9	ND 7562	All-weather	Cockshoot

CHANGE OF ADDRESS

NEWMAN, Sqd. Ldr. and Mrs. A. R., Gallops, Albourne, Sussex.

FUTURE EVENTS, 1970

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 Thomas de la Rue School for Spastics, Tonbridge, Kent.
Saturday, October 24th	Kent Lunch: Marquis de Montcalm Restaurant, Westerham. (T.2139), Visit Chartwell.

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. The next is on Sunday, September 13th: Gymkhana (Driving Tests), Whittington Barracks, Lichfield, Staffordshire. Details 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:

Saturday, August 22nd	Arundel Castle, Sussex	Details from: Tony Donovan, 65 Amberley Drive, Bognor Regis, Sussex
Sunday, September 6th	Stowe School. Concours d'Etat	Peter Baines, Cross Tree Cottage, Wolverton, Bucks.
Sunday, September 13th	Lake District; Northern Section Rally, open to all	Roy Brooks, Brookside, Starling Road, Radcliffe, Manchester
Wednesday, September 9th to Wednesday, September 16th	Irish Tour	Tony Dillon, Delgany, Co. Wicklow, Eire
Saturday, October 3rd Sunday, October 4th	Weekend in Dorset, including rally to Tank Museum, Bovington	Hon. Secretary
Sunday, November 8th	Yorkshire Rally	Roy Brooks, as above

