



THE 20-GHOST CLUB RECORD

Vol 12 No 1 1971



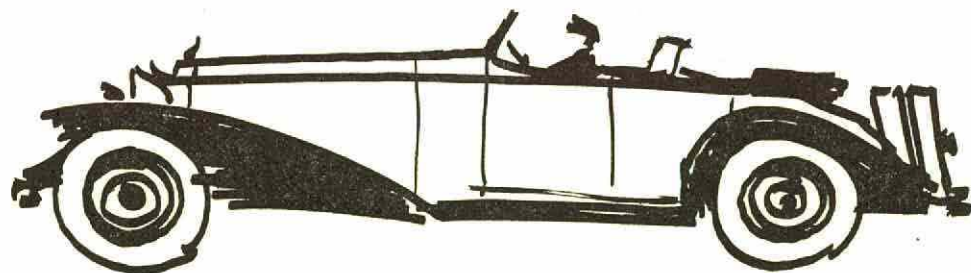
LEARNING THE HARD WAY

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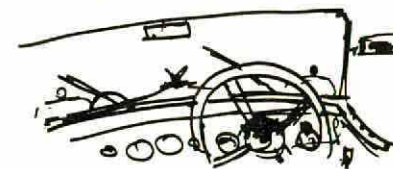
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Views expressed in editorials and articles appearing in the 20-Ghost Club Record are not necessarily those of the Committee.

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Just for THE RECORD



The dramatic collapse of the great company which produced the illustrious vehicles we are lucky enough to own was of course a terrible shock to all of us, the more so since so many of its leading figures have been good friends, and indeed members, of the 20-Ghost Club since its inception just over twenty years ago.

Our thoughts are with them in this very trying time, and we have no doubt that despite the present upheaval the great name will continue to stand as the symbol of all that is best not only in motor cars and aero engines but in everything of solid worth and craftsmanship.

Let those who take the opportunity of this ill wind to deride and belittle, cast their puny minds back to 1940 and take note that but for Rolls-Royce aero engines there would be no free expression of opinion in this country, however mean and uninformed, perhaps even to this day.

As a Club of owners of the older Rolls-Royce motor cars, we are perhaps primarily interested in the fortunes of the motor car division, and the thoughts of many of us will have been with David Plastow, who found himself engulfed in this crisis only a few weeks after being promoted to Managing Director of the Division. Throughout his meteoric career with Rolls-Royce, David has been a firm friend of the Club, and all of us will extend every good wish and support to him.

Perhaps this is an opportunity to put forward the idea that from time to time we might take our cars to motor shows on the Continent where Rolls-Royce are exhibiting. Although some may still be found to challenge the claim that the Rolls-Royce is the best car in the world, none, surely, can deny that no marque ever produced can claim such peerless lineage. The great and stately procession of models through five reigns from the Ghosts to the Shadows—and now the new Corniche—is unique and unmatched, and will always be so. It would be good to trumpet before the world again and again the enduring vitality of this mighty breed. There are few things of which this country can feel more justifiably proud.

* * * * *

We are sorry to say that owing to family indisposition Frank Evershed is unable to write his concluding article in the series "F. E. Remembers". We are sure that all our readers will greatly regret the untimely end of these most interesting articles, and will want to send him their warmest thanks and good wishes.

Susan Taylor has written pointing out some errors in the published results of two of last year's meetings involving members of her family. Brother Nicholas, she says, was the overall winner of the Sandhurst driving tests, and was awarded the silver dish, not father Philip as reported. In fact the scores for Class III were transposed and should have read P. Taylor 255 and N. Taylor 184.

At the Skew Bridge Ski Club meeting, the second concours prize was won, writes Susan, by brother Andrew, and, again, not by father Philip. Furthermore, she adds, the Taylor Silver Wraith State Limousine is not black, as stated, but midnight blue. Oh dear!

Great care is always taken over the markings supplied to us, and all concerned are very sorry about these errors, which fortunately do not affect annual trophy results. As Susan says, "they are certainly not disastrous and are quite understandable as we, as a clan, do tend to look alike!"

It could be a help at future meetings if one of "the clan" has a word with the scorer, who not unnaturally tends to be bewildered by the multiplicity of Taylor drivers and the fact that two of them may use the same car for the same event.

Our cover picture in this issue shows what was probably the first Rolls-Royce vehicle to be allocated to full time instructional work. The instructors were recruited from "the works", (chassis or repair test). It has been very kindly lent to us by Bill Morton, the Rolls-Royce official historian.

The origins of the Rolls-Royce Instruction School, often, and with some justification, referred to as the "chauffeurs' school", go back to pre-World War One days, when the Silver Ghost chassis was the sole product of the Nightingale Road Works.

In those days the school's main job was to assist sales by converting the faithful retainers of the horse and carriage days—the grooms, ostlers and coachmen—from horse to motor car. The stark functional shooting brake body, carrying the legend "Rolls-Royce Instruction Car" on its side, left occupants completely exposed to the elements. Bill will be delighted to know if anybody can identify the members of this very early road instruction class.

On page 20 we publish a picture of another road instruction class from the Rolls-Royce school taken about 1936. The class was receiving instruction from no less a person than Bill Morton himself, then a youthful 29. The car, GRW 70, was a 1932/33 Thrupp & Maberley 7-seater limousine. Its radiator badge letters were black, not red, although its production date was before the death of Sir Henry Royce on April 22, 1933. This is further confirmation of the contention of Mr. W. A. Robotham (Rm) that the change from red to black had nothing whatever to do with Royce's death.

In this issue we are glad to publish an article by Hugh Keller, whose careful skill in concours judging and invariable helpfulness on technical problems have made him one of the best known and best liked of our members on either side of the Atlantic. In his article on page 15 Hugh describes in fascinating detail some of the most interesting of the great cars which have passed through his hands during the past 45 years. Our picture of him was taken in Montreal after the U.S. Tour of 1969. Could he have been judging a locomotive for a change?

Members in trouble with 25/30 cylinder heads may care to get in touch with Mr. P. F. Fulford, Westbourne, The Ridge, Maybury, Woking, Surrey. Tel. No. Woking 2449. Mr. Fulford has spent many months tackling the problem of manufacturing heads for this model, and has now arranged for their production with a guarantee of 12 months, subject to the usual terms of guarantee for motor car components. The price in this country during 1971 will be £275, subject to final confirmation from the manufacturers.

Mr. Fulford says that the heads will fit all the 25/30 chassis, except that in the case of GUL, GTL and GHL replacement of the offside engine studs will be necessary. The design will be identical with the originals, as copies of the original R.R. drawings were obtained, with the exception of a small modification aimed at curing the cause of the cracking through the water jacket to which these heads are prone. This will entail replacement of two of the short head studs with longer ones, and the new studs will be supplied with the heads.

The finish will be sandblasted and unpainted. Each head will be stamped with a number and supplied with a certificate of testing for internal cracks by the firm which makes the testing machines used by Rolls-Royce. The material will be cast iron from the same specification as originally used.

Members should note that valve guides, core plugs and manifold studs will be supplied, but not end plates. However the holes for these will be drilled and tapped.

All those interested should communicate direct with Mr. Fulford who will supply any further information required.

The annual dinner-dance, ably described by our senior reporter Dick Honnywill on page 19, was marred only by the almost total inaudibility which yet again accompanied the presentation of the annual trophies. As one member remarked, "You might have been watching an old time silent film."

Here was the high point of the past year's competitions, the big moment for which the winners had been waiting, and scarcely anyone present could hear their names or what trophies they had won. It was doubly unfortunate this year because of the first presentation of the superb Honnywill trophy for the best restoration.

It is to be hoped that whatever went wrong will be remedied next year.

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

Members write . . .

"Statue of an Airman"

From Claude Curtis:

There is a very pleasant pub known as "The Eagle" at Ashley Green on the west side of the A416 to Berkhamsted and just at the northern end of the green. The landlord and his wife are a most hospitable couple and are glad to show anybody their statuette in bronze of C. S. Rolls. It was made, according to their information, by the late Lady Kennet—the widow of Scott of the Antarctic.

She had six cast. I understand that the Rolls family have one and the Company have another. The one at "The Eagle" was offered at a public auction as "Bronze Statue of an airman" and was knocked down to the landlord for £4.

It would be interesting to know if any of your readers can cast any light on the whereabouts of the remaining three.

* * *

Fishtails for Sale

From John Oldham:

I was interested to read the article on springs by Leonard Taylor in the latest issue of The Record. He is absolutely right. The only thing to use is engine oil, and for the cars which were built prior to the Phantom III and the Wraith it is essential if they are going to ride properly.

On another subject, a number of owners may be interested to know that there is a firstclass metal worker opposite my house who took a pattern from the Fishtail of my 20/25 and is now sending duplicates to R.R. owners all over the world. Let me say that I have no financial interest in this project whatsoever; it is simply that to me any of the cars made after the 1914 war with the exception of the Phantom III, the Wraith and the 25/30 look all wrong unless the exhaust terminates in a Fishtail, and there are a number of members of the 20-Ghost Club whose cars are without one.

At the moment there is an ample supply of the small type suitable for the 20, 20/25 and Silver Ghost type of car. It is simply welded straight on to the end of the exhaust pipe. I think I am right in saying that the cost is about 7 guineas plus postage, which is very cheap.

So far no big Fishtails of the type fitted to the New Phantom and Phantom II have been made, but a pattern has been taken and it is just a question of seeing what demand there is. Those interested should write to Ivor Leaman, Jersey Motor Panels, Rue Jutize Grouville, Jersey, C.I.

Black Tie or White Tie?

From John Sears:

What a very enjoyable evening we all spent at the recent 20-Ghost Club Dinner—quite one of the best, and a much increased attendance. In view of the fact that "Evening Dress" is now only normally seen on such occasions as Guild Dinners, Hunt Balls and diplomatic receptions, would it not be much better to have our dinner invitations ending with "Dinner Jackets" rather than "Evening Dress"?

It must surely be a little embarrassing for those members who do not possess evening dress, and in view of the fact that more than half those present were in dinner jackets, it would seem that this could be regarded as the most appropriate wear.

P.S. A number of friends have asked me why we use the title Master for the position which my brother so ably fills rather than the more obvious and no less honourable one of Patron. There is, after all, only one Master of the Rolls!

(Ed. Note: According to the Secretary, Stanley Sears expressed dislike of the title Patron. After due deliberation the Committee came up with the alternative of Master, with which Stanley was delighted.)

* * *

Last Ditch Resort

From Capt. R. B. Honnywill, R.N.:

The Record (Vol. 11 No. 3) is, as usual, a delight but, oh, cannot we find an H. M. Bateman (or equivalent) to illustrate "The man who told Rolls-Royce they were wrong about lubricating springs." (Leonard Taylor).

I happen to have a very qualified engineer staying with me who supports Leonard completely, although, not being blessed with a motor car which boasts "gaiters", can only advocate oil between the leaves, then seal it in with a liberal coating of grease outside. As both he and Leonard agree, grease doesn't "move".

Incidentally, I have just turned in my car for her annual overhaul and discussed John Oldham's advice (Vol. 11 No. 2) about clearing radiators with my Engineer. He knew all the tricks, and, indeed, showed me the device used for it but he advises great caution. He points out that 80 lb. air pressure, even with water flowing backwards through the matrix, will inevitably take the easiest path, i.e. through the more "open" tubes, and consequently, by removing the sludge from those, may destroy or weaken them to such an extent that in fact a new matrix may be required. In other words he recommends this method only as a last ditch job, to be undertaken only if the water constantly boils. He has long experience of R.R. engines, and that is why I enter this caveat to Oldham's advice.

Annual General Meeting

Thursday, December 10th, 1970

Everyone was delighted to see Stanley Sears, the Master of the Club, present at the 21st Annual General Meeting which was attended by some 35 members.

Frank Hellings, the Chairman, opened the proceedings by welcoming Stanley, and then spoke with regret of the death of Adrian Belsey, a Founder Member of the Club, who had done so much for it in its early days.

After the approval and adoption of the audited accounts for the past year, Fred Watson, proposed by Dorothy Hellings and seconded by John Sears, was unanimously re-elected President. He assured the meeting that he would do his best to carry on, but hoped that the Club would find another President before long.

Fred was then re-elected Honorary Secretary and Treasurer on the proposal of Dick Honnywill, seconded by Ralph Harrison.

Frank Hellings then expressed the Club's warm thanks to John Hampton, who retired from the Committee, for all his past work. This was heartily supported by the meeting. Stanley Sears then proposed the election of Harry Fergusson-Wood to the Committee, seconded by Melanie Munro, and this was approved by the meeting.

Under "Any Other Business" Dick Honnywill expressed the view that although the new series of tests at the Sandhurst Meeting had been very well done, the old cars had been too pushed, and the change was for the worse.

His own car had been round the course twice, which almost certainly meant a new set of tyres. Ralph and Queenie Harrison were also critical, complaining of an over abundance of "fixed obstacles", but Fred Watson maintained that most members had been delighted with the change and thought it was much more fun. Harry Fergusson-Wood suggested that the tests might be in two sections, one for the older and one for the newer cars. John Sears wondered if gentler tests could be devised without losing the fun. Frank Hellings said that members' remarks would be passed to the Events Committee with a suggestion that at least some of the tests should be gentler.

Replying to a question by Sir Thomas Lund, the Chairman said that the Steuben glass vase presented to the Club by David Stockwell during the visit to the United States in 1969 was now on display in the American Museum at Claverton Manor, near Bath.

Votes of thanks to the Honorary Auditor Cecil Chapman, and to the Chairman for his conduct of the meeting then brought the proceedings to a close.



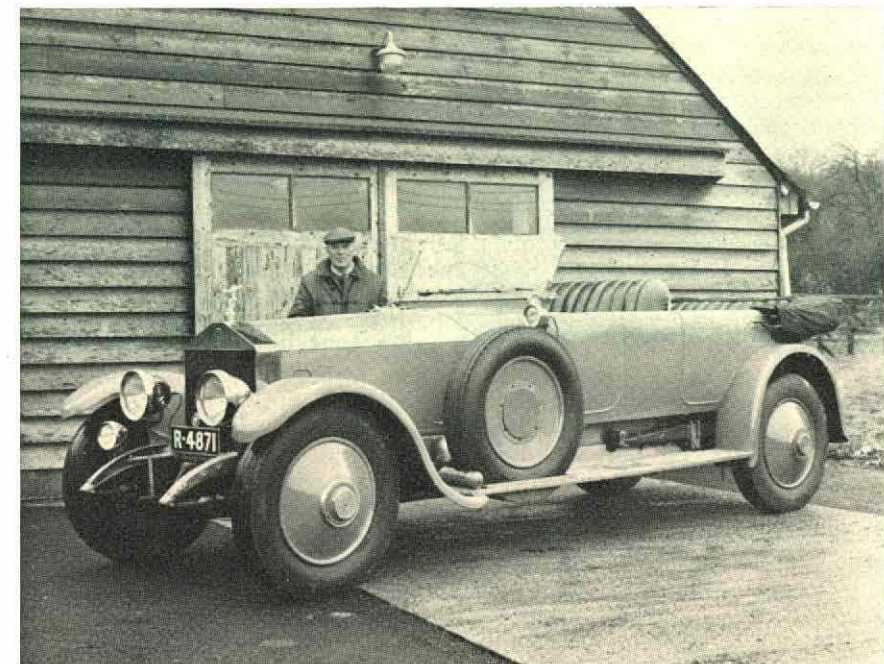
GUMMY CARBURETTORS can be expensive and complicated things to clean out, but the thicker the deposits grow the more petrol consumption will rise, and acceleration and general performance will steadily worsen. There is an aerosol now on the market named P.D.R. which will effectively clean out a carburetter in a matter of minutes. All you do is to remove the air filter, warm up the engine, set to fast idle, and inject P.D.R. into the air intake and interior areas. Do this twice—the engine hiccups slightly as the deposits are drawn through the combustion system and expelled through the exhaust—and you have a clean carburetter. The difference in tickover is quite noticeable immediately.

Having done this, you can equally easily clean the outside of the carburetter, which enables one to see how effective the solution is.

IAN MUNRO

Members' Cars Described

(No. 7 New Series)



<i>Model:</i>	Silver Ghost
<i>Chassis No.:</i>	89 AE
<i>First Reg.:</i>	1920
<i>Coachwork:</i>	Flewitt
<i>Present Owner:</i>	Stephen R. Southall

Owner's Remarks:

Most of us, when we are young and in our teens, dream of the car we eventually hope to own. Some of us grow wealthy enough, when we grow up, to buy our heart's desire, and by then one's ideal has of course changed and become more powerful and much sleeker. But, forty years ago, when I first saw Doctor Graham's Silver Ghost, I decided it was my dream car. All along I kept repeating that this was the car that I really wanted. I told my wife this when we were married; and then one day when we were flashing southwards down the M1, I saw it again, going north. I have since learned that this was the only time Doctor Graham took it on the motorway, and one of the rare occasions that he drove with the hood up! So I wrote to him and renewed our acquaintance, and eventually he kindly agreed "that, when I can no longer use it, she shall be yours". Very few people can have waited forty years for their dream car, and then, not only found the model unchanged, but have obtained the exact, individual car they first fell in love with; and none surely, a car that during the forty years has been so lovingly maintained as my Ghost was by Doctor Lewis Graham.

It has become a legend, how she went to the works once every year for a "dusting", and how Doctor Graham was the only man whom Rolls ever permitted to work on his own car in the works. Most of the stories about her are true, but some are not, for instance, the fifteen replacement magnetos referred to by Cecil Clutton in his book "The Vintage Motor Car" is somewhat exaggerated, and the true number is actually seven! I know this, as with her I not only acquired the complete

tool set, the instruction book for the car, the electrical equipment, and even for the jack and wind-screen wiper etc., but the little red book in which Doctor Graham recorded every happening, and every piece of work ever done on her, and it is worth recording that only Rolls-Royce and Doctor Graham ever drove her or worked on her, and I have kept this up; the only work I have not done on her myself was carried out by an ex-Derby employee. Incidentally, Doctor Graham never had another car all his life and she has never been off the road. He drove her 70 miles on the day before he died at the age of 87.

If, therefore, we return to the diary, we find that on August 15th, 1920 Doctor Graham went to the works at Derby and collected the chassis. He christened her "Wendy" and had this inscribed under the radiator cap, and by this name she is known at Crewe and at Hythe Road and to a vast number of people to this day. "Wendy" was taken to Flewitt's in Birmingham to have a large touring body built. This was to Doctor Graham's special specification and it had to be capable of carrying an operating table in the back, besides the nurse and anaesthetist, and on one occasion seventeen medical students!

In those days Rolls-Royce used oil cups, when grease nipples were unknown. Mr. Millner, of Benton and Stone, had been trying to interest manufacturers in a new oil gun, but without success. Mr. Flewitt and Doctor Graham however, were so impressed that grease nipples were fitted before the car was sent to Derby for final approval of the body work. This approval was given and so "Wendy" became the first car so to be fitted. In about 1934 Doctor Graham retired to Dornie in Scotland. Here, while he and his wife lived in a tent the "Motor House" was built, and later a house for the Grahams. "Wendy" dominated their lives and my wife and I find she exerts a powerful influence on us. My wife took over the care of the bright parts and we would rather go shabby ourselves than let "Wendy" be seen in other than her proper state. However, I strongly resist the suggestions that I should "restore" her. All her life she has been a working car. Today she is a precious antique and in fine condition, and as such I enjoy using her as a regular car. A re-paint may be needed sometime, but to re-upholster or replace other original if slightly worn but serviceable parts would be sacrilege. If one has to restore, then it should be done completely. But to restore what is a unique, working, near perfect antique would be wrong; and in any case, if I did, I would only want to drive her on rallies, etc., and not all the time as I do now. I think "Wendy" owes much of her perfect and original condition to the fact that she has always been driven. Silver Ghosts do not like being stored.

I believe she is further unique in two ways. Firstly that only one other Rolls-Royce has remained in the original owner's hands for anything like the fortyeight years she has, and secondly, that she is as the works say, 100% Rolls. The few modifications have all been done by Rolls—even the brake stop lights! The first modification was a thermostat in 1922. Then 700 x 21 tyres in 1928, and in 1929 Paddon shutters. These I have removed. In 1933 a Phantom steering wheel was fitted and I am currently searching for a Ghost wheel.

I collected "Wendy" from Scotland in September, 1968. I cannot describe the thrill of that first drive in this grand car, along the lovely west coast in perfect weather. There followed a complete check over with the help of Mr. Fisher, R-R's ex-Midland Service engineer. In the following spring I was lucky to have an entry accepted for the F.I.V.A. vintage rally held in Sardinia, and I had some 2,500 wonderful miles through France, Switzerland and Italy. Small troubles have developed, and I have been puzzled, and at times terribly neurotic when "Wendy" does not run well. However, she is not only a joy to work on, despite the huge maintenance schedule and the thought of Doctor Graham's disapproval if I do not keep things up, but also my wife and I find her a tremendous joy to drive and unrivalled as a continental tourer. I find great joy in the superb straight cut gear box, and the flexibility and silkiness of the Ghost engine is well known. On one occasion in Sardinia when I had the bonnet open, and other competitors crowded around, someone enquired if there was something wrong. The reply was "No, it's just Steve. He's worried, he can hear the engine running."

"Wendy" has always had an ability for making friends and we keep meeting these from the early days, and also, with her, we are making new friends all the time. However, I must finish with a word of warning to everyone hoping to acquire a Ghost—do not do so unless your wife (or girl friend) will help you clean and polish her, and not just tolerate her! Further, if you are fortunate enough to find an open one, then she (your wife) must style her hair to suit the wind. If indeed you do acquire all this, then believe me you are a very lucky man indeed!



A Silver Wraith in Provence

Provence was one of our last great unexplored areas of France, of whose charms we never tire, and we came south from Vichy to arrive in the late afternoon at Le Puy. The scenery here of course is well known for its extraordinary barren and craggy aspect, and the strange volcanic peaks which jut vertically from the plain.

Le Puy itself is a startling sight as one approaches, with the great mass of the Cathedral built on a huge rock dominating the town, and the red statue of the Virgin, nearly 50 feet tall, towering behind it on a still higher pinnacle.

Having found a small convenient hotel, we climbed the narrow and precipitous "Pilgrim's Way" to the Cathedral, but found it too heavy and forbidding for our taste. It was a distinct disappointment. We did not essay the further climb to the statue of the Virgin whose huge red figure made from 213 cannons captured at Sebastopol and weighing 110 tons seemed to us to be in monumentally bad taste. On the whole our visit to Le Puy was an interesting but rather disappointing experience.

However, there were better things next day when we took the N88 and N102 running south-east towards Thueys and Provence proper. These are really superb roads with excellent surfaces and magnificent scenery. We warmly recommend them.

Members who took part in the Loire Valley tour of 1966 will remember Christine, one of the most charming of the hostesses who took us round the chateaux. Now she is married, and we were on our way to stay with her and her husband, Claude Blanc, on their farm in the little village of Puyméras, near Vaison-la-Romaine. Skirting Montélimar, we joined the Autoroute du Sud for 12 miles before turning off to visit Orange, which lay on our route to Puyméras.

Town traffic is of course a major problem everywhere in France, as elsewhere, and parking presents hideous difficulties, particularly with a large car. However we were able to stop near the great Roman triumphal arch, which is in a remarkable state of preservation considering that it was erected in 49 B.C. to



Down on the Farm—Provençal Style

celebrate the victories of Julius Caesar. Then on to the Roman theatre, where a friendly gendarme shook hands with us, and found us an unofficial parking place in the shade of a tree. This theatre, dating back to the Emperor Augustus, is regarded as the finest and best preserved of the entire ancient world.

And so to Puyméras, where we received the warmest possible greeting from the Blanc family, and were introduced to Delphine, Christine's attractive little daughter. We spent two happy days at the farm house helping to pack the asparagus crop, wandering round the village, and visiting the Roman theatre at nearby Vaison-la-Romaine.

A study of the map showed that the town of Beaucaire was ideally situated in the centre of all the places we planned to visit, so we made this our next objective. En route we picnicked in the shadow of the Pont du Gard, the incredible Roman aqueduct still virtually intact after 2,000 years and now taking motor traffic. We were lucky to find a comfortable hotel just outside Beaucaire with a garden and ample safe parking, and we made this our headquarters for the next four days.

Nîmes was our first visit. Parking seemed impossible until we found an underground garage in the main square. This solved all our problems, and we were able to spend a relaxed few hours visiting the great arena, where a modified form of bull fighting takes place, the beautiful Jardin de la Fontaine, and the oddly named Maison Carrée, a Roman temple dating back to the first century B.C.,



The Incredible Pont du Gard

and said to be the best preserved of all those still standing. From Nîmes we went on to Avignon, where we duly photographed the famous bridge of St. Bénézet, and were guided round the formidable Palace of the Popes. This was a long hard day in a temperature of about 90 degrees, and we were glad to get back to our hotel and relax.

The following day we set out for Les Baux, surely one of the most extraordinary and fascinating village-forts in all France. Perched on a barren spur of the Alpilles, it commands the countryside for miles around, and in the Middle Ages the inhabitants proudly called themselves "The Race of Eagles." Throughout the centuries it was a storm centre, but its power was finally broken in 1632 by Louis XIII, and the old fortifications are now nothing more than spectacularly picturesque ruins. None the less, the lower part of the village still houses a thriving little community, and for a tourist in Provence a visit to Les Baux is a priority.

Incidentally, the village gave its name to Bauxite, which was first discovered in the area



Nîmes; the Roman Arena

in 1822 and led to the development of the aluminium industry.

Our next visit was to the Alyscamps in Arles. This is a touchingly tranquil avenue which has been used as a burial place from Roman times to the end of the Middle Ages. Alongside the trees are lined scores of heavy stone coffins—only a fraction of the thousands once there. Two little chapels still stand—all that remain of the seventeen churches and chapels which once existed. Beyond the avenue is the deserted and empty church of St. Honorat, very still and peaceful, its interior in the cool quiet shade giving a moving sense of the pious devotions of numberless worshippers over the centuries.

From this gentle oasis we made our way hopefully to the Roman arena, but parking proved impossible, and we had to content ourselves with driving slowly round it twice admiring the splendid exterior. From Arles we went south through the Camargue to the seaside resort of Stes. Maries-de-la-Mer, our first sight of the Mediterranean for several years.

The Camargue is dotted with riding establishments, and we saw many horses, although we doubted if they were "wild". Most of the area is now given up to rice growing. This was started in 1942, since when production has made such sensational strides that the area not only provides France's entire rice needs, but actually has a surplus for export. We chose the roads which circle the Zoological Reserve, but unhappily no groups of flamingoes or other spectacular birds were in sight at the time.

Our final day in Provence was devoted to Aigues-Mortes (Dead Waters), the extraordinary walled town built in the 13th century by King Louis as an embarkation port for a crusade. Thirty-eight ships assembled, each of which could transport between 500 and 800 men or 100 horses. Every passenger had to bring a lengthy container to serve as combined trunk, bed, and if necessary, coffin. Everyone had also to bring a flagon of drinking water, various provisions, a lantern, and a "vase intime!" Aigues-Mortes prospered until the middle of the 14th century when the sea receded and it gradually lost its importance. We walked along some of the ramparts and inspected the notorious Constance Tower, used for five centuries to imprison rebel seigneurs, political prisoners and Huguenots.

One Protestant, a Marie Durand, spent 38 years inside its walls. It is a melancholy but fascinating place, rising abrupt and isolated in the flat sandy landscape, and a visit to it is a memorable experience.

Our time was up, and we headed north-west. We had discovered in the Michelin Green Guide a newly widened and rebuilt 3-star scenic route known as the Corniche des Cévennes. On the map it is merely a D road (D260 turning into D9) running between and parallel with the N583 and the N107. In fact it is now much wider than the normal D road and is a brilliantly engineered job crossing the Cévennes mountains. There are many hairpin bends, but all quite easy, and many miles of climbing in 2nd gear to about 3,000 feet, but the scenery is amply rewarding. The Silver Wraith took it all quite calmly, the engine temperature never rising above 92 degrees. Still, it was a hard day's drive, and we were happy, and very lucky, to find a night's resting place near Guéret, in a superb position overlooking the Tarn and in the shadow of the famous Garabits railway viaduct, a Meccano-like structure built by Eiffel, whose experience in constructing it is said to have given him the inspiration for the Eiffel Tower.

One more night's stop in another picturesque hotel overlooking the River Chevreuse, and the next day we arrived at the charming cottage of Bernadette Dasque, just outside Tours. Bernadette, as Chief Hostess for Touraine, was responsible for the excellent arrangements made for us for the Loire tour five years ago.

For one reason and another we had never visited the 12th century Abbey of Fontevault in the Loire Valley, where lie the tombs of Henry II, his wife Eleanor of Aquitaine, their son Richard Coeur de Lion, and their daughter-in-law Isabelle of Angoulême. More than once British Governments have urged that these Royal remains be sent back to England to join their fellows in Westminster Abbey, but the French have always refused on the grounds that the Plantagenets were also Counts of Anjou, and they themselves had decided their burial places.

For many years parts of the Abbey were used as a prison, but now the prisoners have been moved elsewhere, and a tremendous restoration project has been started which will bring the Abbey back to its former grandeur. Thanks to Bernadette, we had an exclusive V.I.P. visit on our own in which we were able

to see the progress being made and inspect large areas which are still not yet open to "ordinary" tourists.

Afterwards she took us to the little parish church adjoining the Abbey where the Curé was busy rubbing down a door to restore the original woodwork. Inside, a remarkable and most moving experience awaited us.

A coin box solicited a franc on the promise of lighting and music for ten minutes. We put one in. Immediately the massive gilt altar at the end of the church was brilliantly lit up and then to our astonishment, great peals of superb organ music thundered out around us, followed by a male choir singing some exquisite Gregorian chants. We gazed at each other in silent delight, and then sat entranced for some thirty minutes, moving only to put more francs in the box and so prolong the magic.



Looking down "sur le pont"

The Curé told us afterwards that he had fitted up the whole thing himself. No less than 40 hours of taped music was stored in his apparatus, whose acoustics were quite magnificent. It was an unforgettable experience, and we do hope that any member who visits the Abbey will not forget the little parish church, which incidentally houses some superb 15th and 16th century paintings discovered by the Curé in an attic, where they had lain hidden since the French Revolution.

The next day Bernadette took us to see the mediaeval section of Tours, the Old City. Here again we were lucky to see something which might well be missed by the average tourist. And it was well worth the visit, for a highly sensitive and imaginative restoration programme is being undertaken which should result in one of the most fascinating mediaeval areas in Europe being properly revealed for the first time.

The Old Town, tucked away just off the main north-south shopping street, was deteriorating into a squalid shambles of narrow streets and airless decaying buildings. Now all the valueless buildings are being torn down, and will be replaced by neat little public gardens. But the rest are being preserved and restored, even if it means that in some cases only the attractive old facades remain. Some have already been completed and are a delight to the eye.

It is a tribute to the authorities that they have refused to allow the whole area to be ruthlessly bull-dozed over for developers to erect hideous

modern concrete flats in place of the wonderful old houses.

And so good-bye to Bernadette and Tours, and northward to Dieppe. We found a simple little hotel just outside the town, and the next morning boarded the ferry for Newhaven and the crowded roads of south-east England.

It had been a memorable tour, packed with interest, and our Silver Wraith behaved perfectly throughout, with petrol consumption working out at the highly reasonable figure of 18 m.p.g.

Story and pictures by IAN MUNRO

... OF NUTS AND BOLTS AND LACK OF FUEL ...

Most pre-war Rolls-Royce owners come up against the problem of **FUEL STARVATION** sooner or later, particularly if their cars are, or have been stored for a period of time.

For some months recently my 1930 P.II suffered from this affliction and its pattern made diagnosis relatively difficult. Starvation only occurred at speeds over 35/40 m.p.h. in top gear after a run of 30/50 miles or more, and disappeared after deceleration for the period it took for the float chamber to empty again.

Assuming that the petrol tank filters (and the tank!) are clean, that the supply pipes are airtight and free flowing and that the autovac (and pump if fitted) is working properly, where does one go next? I suggest the following:—

1. Cork seated tap at base of autovac tank. It is important that the holes in the cork washer are exactly opposite those in the seat, and on the revolving piece to allow a free flow of petrol. It can easily work round when the tap is rotated, or even during the course of normal running if the assembly is slightly loose, thereby stopping the flow.

It is not necessary to take the tank off to fit a new cork, but it is easier, and lessens the risk of putting the replacement in the wrong position.

2. Enots filter on the dashboard. If you have carried out the instructions in the manual, this will look clean on the outside, but there is likely to be a mass of black petrol residue on the face of the washers.

To test, drive the car without the filter element, so that there is a "straight thru" path for the petrol to the float chamber. If the starvation no longer occurs at or above the speeds it did before, this may well be the cause.

The element consists of about 60 thin brass washers located on a central spindle, each with raised serrations on one side; when clamped together these allow the petrol to flow between the serrations, which in due time get clogged.

To dismantle, it is necessary to unscrew the knurled brass knob at the bottom of the element from the spindle. This will require heat, and possibly drilling out. I had to use the drill, but stopped about $\frac{1}{8}$ in. from the end of the knurled knob and then managed to unscrew it by hand.

The washers can then be drawn off the spindle and left to soak overnight in a bath of "plus gas" or similar solvent. Then wait until you are in a patient mood and lightly rub each washer bright clean on both sides with wire wool dipped in solvent (Yes—all 60 of them!)

Reassemble (the serrations face downwards), securing the knurled knob back on the spindle with solder. You should now get a jet of petrol into the float chamber high enough to compete with the fountain at Chatsworth!

3. Vapour-Lock. I believe that some later cars are prone to this trouble because the lowered scuttle brought the autovac tank rather close to the exhaust manifold, particularly on the late series Phantom II. I understand that the cure for this is an aluminium lined asbestos shield round the tank.

(With acknowledgement to Mr. R. Haynes, Hythe Road, and Mr. I. Aspinall, Woodall Nicholas Ltd., Halifax.)

DAVID BERRY

Gearboxes: The Search for Perfection

PART III



Had war not started in 1939 there would have been a complete change in all Rolls-Royce and Bentley cars to Rm's "rationalised range" based on B V and including a 6 cylinder Rolls and an eight cylinder Rolls. Everything was new; the engines were new, the straight eight having one more cylinder on each end, the common gearbox was new and we flirted with a new back axle whose problems were so foreign to us that praise be, we gave up and reverted to our normal centre case practice. We did, however, change from fully-floating to semi-floating half shafts, the old snag of failure at the wheel end having been conquered by a massive integral flange joined to the shaft by a very ample radius. Wheel driver knocks were buried at last. Rm's range heralded a new era where, to counter inflation, it was decided to simplify everywhere possible

and to abolish the habit of glamourising by unnecessary finish pieces which the customer never saw or handled. This did not mean that less good engineering was used, in fact rather the contrary. Good simple pieces are more reliable than complicated ones. Under bonnet appearance has always remained a most important consideration which I hope is proved on the Silver Shadow. It is a Rolls-Royce axiom that the designer of a feature of the car must be prepared to have it naked and unashamed on the stand at Earls Court and be prepared to tell any passer-by why he designed it that way. That is the secret of R.R. cars!

Back to engineering: The new gearbox departed from all predecessors in having a simplified but still positive synchromesh mechanism and an integral lay shaft. The latter proved a mixed blessing as one noisy ratio on test could not be isolated and could result in two noisy ratios after changing the pieces.

The B V box had all the usual experimental troubles such as jumping out of gear and synchro cones sticking and then of course some new ones including the novel layshaft bearing and breakage of the 'stick' that provided the end load of the cones. During the war the experimental B V cars and the eight cylinder R.R. prototypes ran prodigious mileages very often under overload conditions. After the war it was possible to relate the mileage of the failures to laboratory accelerated tests providing a mine of information never previously known.

When the war was over the Mk VI Bentley appeared and the Silver Wraith (a longer version) both having a new iron engine but both using the B V box altered only to overcome the war failures. The only shortcoming of the box has been rather a short 1st gear life in hilly countries.

Testing of the B V box was made more exciting by the lack of reverse dynamometers. Ivan Waller and I spent some interesting days going up and down Bwlch-y-groes backwards to the amazement of other motorists. To some of them, however, our presence was invaluable as we were able to sort out gearbox failures which they suffered on their first visit to Wales. Our instant diagnosis of their troubles must have caused some surprise. We were of course incognito and obviously slightly mad.

The rest of the transmission world did not stand still after the war or even during the war in the U.S.A. Automatic transmissions were stealing the day closely backed by synchromesh plus a kick-down 3rd gear. While Ev dreamt up automatic transmissions, those whose job was to look less far ahead designed a kick-down third as part of a normal box and not as an appendage. 3rd gear ran on a free wheel and top was engaged initially by Maybach dogs. This rather simple arrangement could arrive in situations where it was not possible to go backwards at all. An unwanted hill-holder was provided by the free-wheel. A device to tell the free-wheel not to work was devised. This anti-hill-holder, affectionately known as 'Auntie' worked on the principle of the railway standstill

detector. It worked in practice but was obviously very μ conscious and I am glad to say never reached production.

The "Auntie" box had not seemed sufficiently advanced and automatic gear changing became more essential. One can invent endless automatic transmissions which avoid or infringe existing patents, but every project which we examined always seemed to prove that the General Motors Hydra-Matic did each job better. There is no limit to the number of arrangements possible of fluid flywheels torque converters and epicyclic trains. In 1950 the Hydra-Matic was the simplest and cleverest solution of the problem of getting the most from the least number of pieces. Knowing that the Hydra-Matic had undergone years of development costing millions of dollars, the sensible course seemed to be to get a licence to make it at Crewe. General Motors were rather surprised that anyone should want to tool up for a few boxes a week. They could make a year's output for us in 24 minutes, but the dollar situation made it imperative to use British man hours for manufacture. We therefore arranged a licence, bought a few boxes from U.S.A. to "get our feet wet" and then designed "S" Series so that "coal fired" boxes were no longer possible. We added the R.R. servo, designed and styled our own gear change quadrant and set about obtaining and making in England pieces that behaved as they did in America. The soft goods such as seals and clutch plates gave the expected troubles.

We were able to use the automatic box on fire engines behind straight eights and on some military vehicles for some of which we invented a five speed arrangement. Dynamometer life was assessed and behind the 6 cylinder engine bottom gear life had risen to 40 hours because it was impossible to make it any less!

I have already referred to the cleverness of the Hydra-Matic design. Two epicyclic trains provided all four forward ratios and this did show up the limitation that 3rd, 2nd and 1st ratios were not independent. It also gave the difficult 3 — 2 and 2 — 3 changes when one let go of a band and clutch and grabbed hold of another clutch and band, the timing of all of which was sensitive to a great number of adjustments. The Hydra-Matic had a split torque feature which can best be described by saying that the fluid flywheel apparently moved about and was either at the front or the middle of the box between the two gear trains. In first gear it transmitted $1\frac{1}{2}$ times engine torque at .7 of engine speed giving a smooth get-away and this varied to 0.4 torque at engine speed in top gear for good fuel economy.

The first Hydra-Matic box was fitted to an experimental Silver Wraith which immediately demonstrated that a new most undesirable vibration had arrived at about 3,800 r.p.m. The "clutch housing" or rather distance piece between the gearbox and engine was new and weaker than before. Once again we had the natural frequency of the engine-gearbox-beam inside the running range, a position from which we have frequently and with difficulty chased it since 1930. Even after stiffening the gearbox attachment not all cars were smooth and it became necessary to balance the fluid flywheel full of oil in two planes to get complete couple balance. Only road wheels and tyres of fast cars had previously received this treatment.

Ev and I took the Silver Wraith to Detroit to get the experts' opinion on the best clutch and brake settings and oil pressures. The car LWME 30 had the old switch box and the push button inhibitor of reverse engagement. We handed over the car to a coloured driver at the Statler hotel on Friday evening. When we needed it on Monday morning the engine was still idling and the gear lever was bent through a right angle. Hence the changes on "S" Series!

In the late fifties G.M. introduced a modified Hydra-Matic sometimes called the Whirlaway, in which the top gear clutch had been replaced by a tiny fluid coupling and in which 2nd and 1st speed drove through a freewheel unless Manual "2" was engaged. These alterations aimed at smoother changes were in one case all benefit and in the other at the expense of fuel consumption. We decided that the free wheel only should be concentrated in the Crewe design. Known in the factory as the Gryllsaway, this shortly reached production in an aluminium casing.

Earlier I have pointed out that the best axle ratio is not a fact but very much a matter of opinion. Ev devised a way of adding one epicyclic train, giving a total of six speeds. A detail design and some prototypes were made, the driver being able to select an automatic box which went 1 — 2 — 3 — 5 or 1 — 2 — 4 — 6, with a manual 6 — 5 — 6 gear change when in one of these gears. Changing requirements and coming events have made Ev's scheme a matter of history.

The four speed fluid flywheel automatic gearbox has now been replaced on Shadows by a three speed torque converter box of unparalleled gear change smoothness. In case readers wonder at our cowardice in not designing our own automatic transmission I end with a photograph of the brain and a diagram of the oil circuit.

S. H. GRYLLS (GRY)

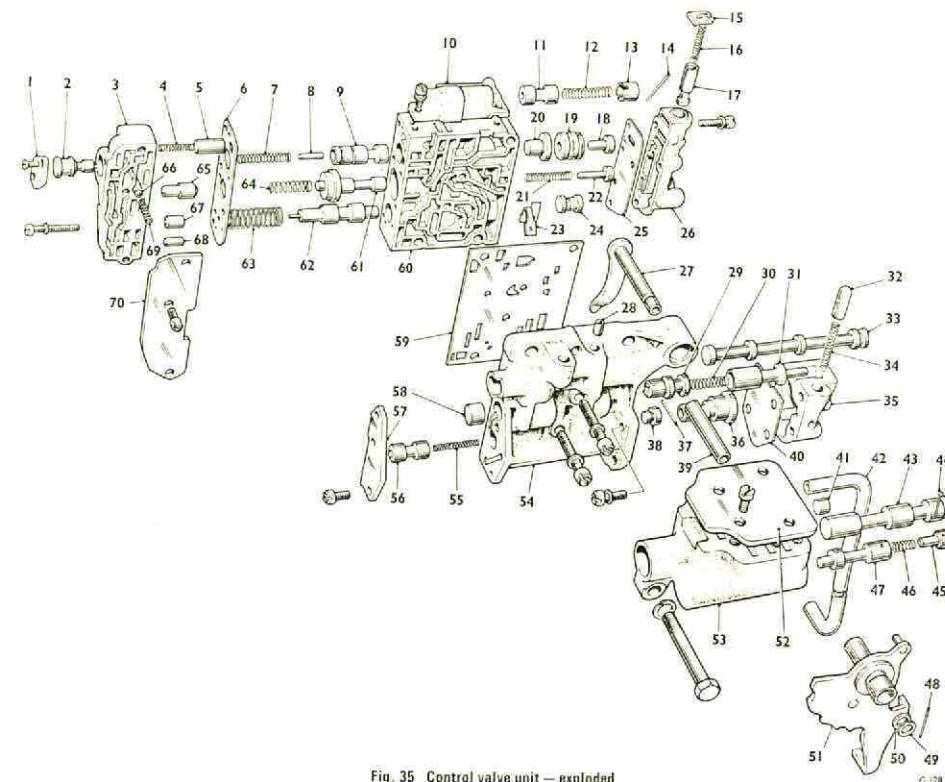


Fig. 35 Control valve unit — exploded

The Oil Circuit

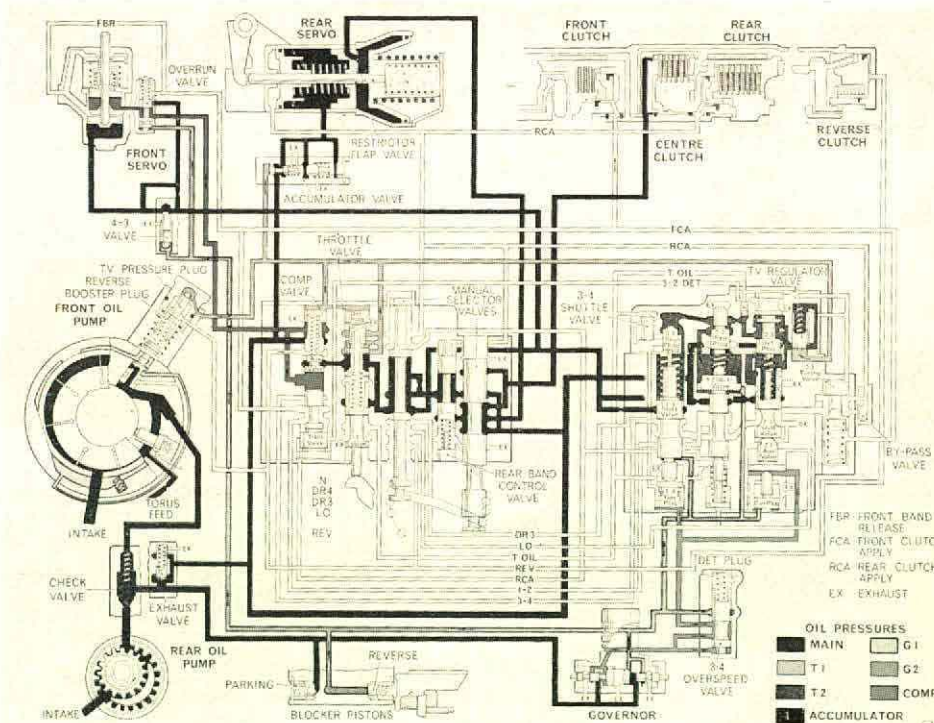


Fig. 33 Automatic control diagram

Dick's Dick Reports on Sandhurst

For once in a while a policeman's lot became a happy one when an expert driver from the force took Dick Honnywill's P III round the driving test course at Sandhurst last summer. Here is a cop's eye view of the event as it appeared in the Police Motor Club Magazine!

The Rolls-Royce Club driving tests were held on the parade ground of Sandhurst Military Academy. There was a very good attendance with, I should think, well over a million pounds worth of motor cars. Automobilia par excellence. Of the vehicles present, 42 partook of the tests, five in all.

The tests had been devised by a sadistic young man who not only made them awkward but included one penalty point per second. And so, should anyone try to convince me that the R.R. is a sedate carriage, I shall certainly know otherwise.

Briefly the five tests consisted of all standing starts. First, sharp right over a narrow causeway (uphill) to left around a monument and along the edge of a steep embankment stopping astride a line (a dropped flag) and off again—a loop round another statue—back on to the embankment and to stop. Second, around the shrubbery, in and out of three garages and to stop facing downhill. Third, reverse uphill around a corner of the building into a garage—stop—cut over the line. Fourth, in and out of a line of tightening pylons, swing round and back. Fifth, doing a complete circuit round an incredible bikini clad model wearing a Guard's hat, into a garage: reverse out all the way around the model, backwards over the start line, astride it.

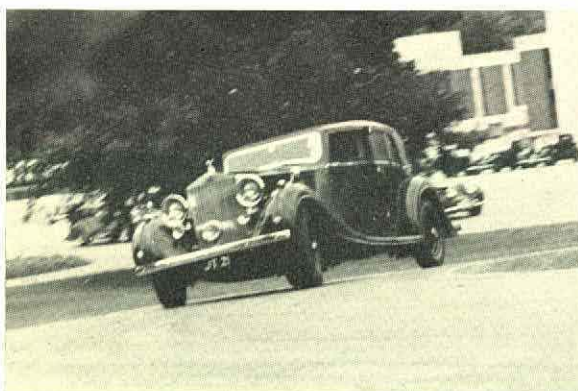
I don't know how much rubber I took from the rear tyres of the Phantom III, but the engine churned out incredible power through 2nd gear and plenty of sweat to move the steering and shift the 19 feet through the hazards, tail hanging out with the rear wheels spinning on the gravel.

After the driving, the club laid on a splendid tea (including sticky buns, raspberries and cream) to be followed by the prize giving. Overall winner was a delightful white 20. The Phantom III was ninth with first in her class. It was a splendid day enjoyed by all. Even the Silver Ghost (affectionately called Tulip), the oldest carriage present, participated with great aplomb and verve.

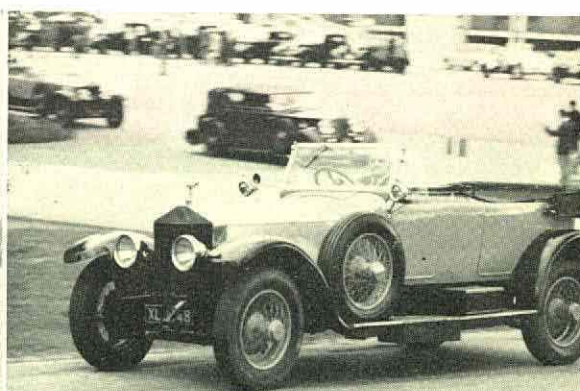
I hopefully look forward to next year's.

Remember: You can never tell a book by its cover.

SHANDYMAN



Silverstone at Sandhurst



(M.M.J. Bukht)

45 Years with the Great Marques

I thought it might be of interest to make some notes of various cars and people I have dealt with over the past 45 years. The late Phil Paddon started his motoring career in the early 1900's in addition to ballooning with Rolls, Sopwith and Moore Brabazon. Rolls of course I did not know, but Sopwith bought several cars from Paddon Bros. and Moore Brabazon was a frequent visitor to the works. One car of Sopwith's that we bought was a 3 speed Twenty with a four door 6 light all weather body by H. J. Mulliner which we sold to Joe Beckett, who was a most delightful man. Another of Sopwith's cars we had was a bare chassis—1931 25 h.p., and on this we mounted a very pretty small saloon which had been built for an Alfa Romeo.

I shall always remember this car because of the way we sold it. The price was £1,000, and one afternoon a small quiet Yorkshireman came in and asked to see it. He walked very slowly round it once, and his only remark was "Where can I write a cheque?"

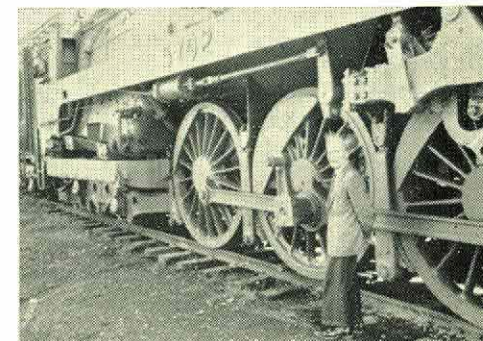
A somewhat similar case was with a boot and shoe manufacturer from Pentonville Road. He bought a Phantom II tourer and a 14 Sunbeam Mulliner Weymann, and his only remark after looking at them in complete silence was "I'll 'ave 'em."

ARTIST'S LICENCE

People had odd ideas about their cars. One lovely 1935 25 Barker Saloon had an unpolished stainless steel radiator which looked like old pewter and a 1928 Twenty with a $\frac{3}{4}$ drophead coupé by Windover with a scratched and polished aluminium bonnet which looked just like wet sand with gulls footmarks all over it.

A 1929 Twenty Thrupp & Maberly limousine de ville which I used for that year's holiday (its mileage was 13,000) was sold to an artist who had the windscreen heightened by 6in. so that he could get his canvas in position and paint from the front seat. This car is now in America and its owner is gradually getting it back to normal.

We had some very interesting cars during the 1920's—an open touring Boulogne Hispano which was reputed to have killed its



first owner when he hit a tree and the side spare wheel was knocked back into his head. That went to the chief of one of the big steam wagon manufacturers and behaved itself very well after.

Paddon bought a boat from a man who had two Isottas and we had them both in for overhaul. Most disappointing but superb looking cars with unbelievably heavy steering. We sold quite a few 30 h.p. Minervas—one Weymann by Mulliner to Noel Furlong, the owner of Reynoldstown which won the Grand National, ridden by his son Frank.

We took back a 45 Renault open tourer in part exchange for one of the first Phantom II's—short-chassis Mulliner Weymann. This was quite fun when you got it to start. W. B. Scott worked with us for some time and he certainly had some interesting cars—a S.A.V.A. and a Farman were two—the latter I drove round Brooklands at about 100 m.p.h. which was most exciting.

We sold quite a few Lambda Lancias—mostly the short chassis which I would say was as good a small open car as ever there was. We had an early Aston-Martin fitted with the Hooker-Thomas engine which had, I believe, laminated valve springs. Noel Macklin was an old friend of Paddons and we sold quite a few Invictas. The last one we bought was a 9 ft. wheelbase 4½ litre to which we got James Young to fit a tiny 2 door 4 seater Weymann saloon. What a performance that car had—I would think it comparable—if not better—than any sort of true racing cars. We overhauled one of the 4½ litre Indianapolis Sunbeams and I helped to run it in—afterwards it became another of Scott's collection. His

wife had a short chassis speed 6 Bentley van den Plas tourer with all Bosch electrical equipment and various other things; that was a glorious machine with an infinitely revving engine.

A FAVOURITE R-R

One of my R-R favourites was GXL 74, a 1928 Twenty Mulliner Weymann which did a speedometer reading of 67 m.p.h. the first long run Paddon did on it. I think we sold this car six times (Harry Grylls had it once) and now it is in South Africa being beautifully looked after. GPK 29 was a Park-Ward open tourer with a completely decked in rear seat—this we had at least five times and it too is now in South Africa after having been superbly restored by Jack Acute. In 1927 we bought the last two new 30/98 Vauxhalls from Shaw & Kilburn—one a black Gurney Nutting Weymann saloon which Scott bought and the other a dark green standard open 4 seater which was bought by a young Australian couple who were in England for their honeymoon. At speed the windscreen used to bend so Albert, our wonderful mechanic who came to Paddon as his chauffeur in 1921, made a most beautiful wire stay with an adjustable toggle in the middle which was attached to the screen at one end and the scuttle dash at the other. I wonder whether this car still exists in Australia because the young couple took it back with them. Curiously enough when I went to the last Vauxhall rally at Luton two years ago none of their experts had ever heard of the black and green Weymann.

Albert used to make most beautiful radiator shutters on Silver Ghosts, Hispanos, Isottas, Lancias and Vauxhalls, but I don't remember him ever making one for a Bentley. He made several for me—a 15/40 Darracq and a 10 h.p. Weymann Talbot that my sister and I took to the south of France in 1931. I wonder sometimes how some modern drivers would get on with rear wheel brakes only driving over wet Paris pavé, or turning left up Park Lane on a rear wheel braked 30/98 in the early 1920's.

One of Paddon's great ambitions, which needless to say never materialised, was to drive a limousine Silver Ghost down a long straight hill, flat out, on to a large frozen lake at the end of it and then apply his handbrake.

THE FINEST EVER

About ten years ago I took a Wraith to Carlisle, stopped at the S.M.T. garage for petrol and there saw an overdrive Bentley 4

seater drophead coupé by Park Ward with 17,000 on the speedometer. I thought how I would like to buy that for £1,000. Two or three years later the same car came to our works, the speedometer then reading 23,000 and we bought it for £1,025. It is nice to know that its present owner—Ted Reich—has won, I believe, best of show every time he has entered it. What a car, but it still isn't quite as attractive as the ex. Macleod 2-door Mulliner which we have in store at the moment. That I think is the finest car I have ever driven or ever will drive.

Neville Minchin, who I am pleased to say is still alive living in Cape Town, was a very good friend to Paddon Bros. He sent an immense amount of buyers to us and of course always had superb and unusual cars. He has a Silver Dawn now. I have a picture of—I think—an early Phantom I tourer with a specially fitted platform over the rear tank to hold an extra 4 or 5 two gallon petrol cans. He and Guy Knowles (Harry Grylls' godfather) had quite a pull with Derby and when they both ordered new Twenties in 1928—GFN series, they had higher radiators and a wider scuttle dash—which became standard a couple of series later, and Minchin also had a slightly longer bonnet. Needless to say they were all Weymann saloons, as were all our new stock forties and twenties from 1923 to 1931. It was so sad that so many Twenties, which I shall always think was the most practical car R-R ever made, were ruined by immensely heavy coachbuilt bodies.

A GHOST FOR £25

I had some lovely long runs on new or nearly new cars—the last of the Silver Ghosts to Abergavenny, and back in a magnificent 1912 Barker limousine which I think we sold for £25; a new 1932 25 to Perth, a 1935 to Edinburgh and John Dymock-Maunsell's 25 all-weather to Sheffield. Then there was a 1929 Weymann 20 Reg No. CV 1. This took me three days from Taunton to London owing to what eventually turned out to be obscure petrol trouble owing to it having congealed during long storage. This was in 1930 and it was not until after the war when I had it several times again that R-R told me the cause. Incidentally this Twenty was a beauty, having only done 9,000 miles. I believe it is still in existence, and owned by a member of one of our Clubs.

We sold a very pretty 6 light Maythorn saloon Twenty to a Yorkshire farmer who

boasted a magnificent set of mutton chop whiskers and took back from him two rear wheel brake Twenties—a Barker tourer and an open fronted limousine with a brass radiator—the only one I ever saw on a Twenty. We were pleased to get £5 for the pair and £1 for me which I split with Paddon.

I think it was Lancefield who built a very attractive sedan on a 10 h.p. Lanchester which we sold to one of the directors of the Midland Bank to use as a town car.

After the war we bought a 3½ litre Bentley which was a sort of afterthought as it wasn't delivered until 1938 and had various 4¼ modifications. On it the owner had built a 2 door 4 light saloon of massive proportions copied from his 1920 model Buick. It had button upholstery and an oval steering wheel, which, curiously enough, you got used to very quickly. I must say I liked that car because

you could get in and out easily and had wonderful vision. It went to a family living off Kensington Church Street, but I've no idea if it is still in existence—I'd like to hope so.

We have had an overdrive Bentley with a centre gear change and a 3½ with a centre accelerator pedal—also recently a 1957 Silver Cloud with a synchromesh gearbox which I believe was the only one made. Sad to relate its owner wrote it off, together with a Mercedes taxi and its driver in Spain, so I was told.

I suppose the days of specially built cars or even slightly non-standard ones are now over so I must consider myself extremely lucky to have lived in the days when one could have what one wanted, always assuming one had the money to pay for one's idiosyncrasies.

Now of course one is hardly allowed to have either.

HUGH KELLER



"I like a big car too, Fred, but I don't think we should let it dominate our lives."

TROPHY RESULTS 1970

ALPINE

	Model	Year	Mileage	Allowance		Total
				Age	Model	
J. F. Gresham	S.G.	1912	4303	57	4	981,084
D. G. Flather	S.G.	1913	2479	56	4	555,296
P. Taylor	20	1927	4671	42	2	392,364
F. Hellings	20/25	1934	5407	35	2	378,490
J. H. Coleman	P I	1928	2957	41	3	363,711
W. F. Watson	S.G.	1913	1467	56	4	328,608
W. F. Watson	P II	1935	3177	34	3	324,054
S. J. S. Boord	20/25	1933	3970	36	2	285,840
W. D. N. Berry	P II	1931	1907	38	3	217,398
C. J. Curtis	25/30	1936	2988	33	2	197,208
J. Howes	20	1929	2442	40	2	195,360
N. M. Taylor	P III	1937	1726	32	3	165,696
R. B. Honnywill	P III	1936	1322	33	3	130,878
L. Taylor	P I	1927	986	42	3	124,236
I. Munro	25/30	1936	1499	33	2	98,934
R. W. Colton	S.W.	1952	1623	17	2	55,182
J. I. Yates	W.	1939	474	30	2	28,440

MESSERVY

	Model	Year	Concours	Driving tests	Total
A. Taylor	S.W.	1953	702	—199	503
J. F. Denton	25/30	1936	688	—207	481
R. W. Colton	S.W.	1952	701	—249	452
E. C. Flynn	S.D.	1955	694	—256	438
R. D. Dale	20/25	1935	646	—242	404
Miss S. Taylor	S.C.I.	1957	624	—236	388
S. J. S. Boord	20/25	1933	650	—278	372
C. J. Curtis	25/30	1936	692	—333	359
F. Hellings	20/25	1934	629	—282	347
G. B. Lochée Bayne	20/25	1933	558	—247	311
J. I. Yates	W.	1939	614	—314	300

DYMOCK-MAUNSELL

	No. of events attended	Points
F. Hellings	8	26869
S. J. S. Boord	7	23773
W. F. Watson	7	21549
C. J. Curtis	7	18732
L. H. Jamieson	4	11238
W. D. N. Berry	3	10266
P. H. Collinson	3	7406
P. Taylor	4	5492
S. R. Southall	2	5206
R. W. Colton	4	3834

(First 10 places only)

STANLEY SEARS

	Alpine	Rally attendance	Concours	Driving tests	Total
F. Hellings	38	100	85	—60	163
S. J. S. Boord	29	89	88	—59	147
W. F. Watson	33	80	90	—71	132
C. J. Curtis	20	70	93	—70	113
R. W. Colton	6	14	95	—53	62

(First 5 places only)

FERGUSON-WOOD

	Concours	Driving tests	Rally attendance	Total
A. Taylor	95	—42	15	68
Miss S. Taylor	85	—50	10	45

HARDING-ROLLS

S. J. Lovegrove

HONNYWILL Awarded for best restoration

H. M. Denton

Annual Dinner Dance 1971



(Frank Hellings)

Another very successful Dinner Dance, the twenty-first, was held at the Hyde Park Hotel on Saturday, January 30th. There were 126 people present and on this occasion we were delighted to be received not only by Fred and Joan Watson but also, for the first time for five years, by the Master, Stanley Sears, as young and spritely as ever. The Club was also delighted to welcome so many representatives from Rolls-Royce, not least our Guests of Honour, Mr. Robotham and his wife, but it was a great disappointment that Dr. Llewellyn Smith and his wife could not make it because, at the last moment, he had been urgently recalled to Derby. After the Loyal Toast, proposed by Fred Watson, he warmly welcomed these, might we call them colleagues from the Company, and also the new members present among us for the first time.

The toast of The Guests was proposed by the Master. In his speech he explained his reasons for leaving Bermuda, where motoring was not all that satisfying, and for buying a plot of land on which to build a house in the Algarve. In Bermuda, he told us, his British driving licence, his international ditto, even his international racing licence availed him nothing. He had still to pass a test, both written and practical, and produce a medical certificate before being allowed to drive at a maximum speed of 20 m.p.h. outside towns and 15 m.p.h. within. Meanwhile, mopeds etc. were allowed without licence, and the island swarmed with American tourists and the local natives riding them. He hoped that once his house in the Algarve was built, he would be able to use a car—he didn't specify what make—capable of 120 m.p.h. (At his admitted age of 67, that gave us an indication of his ageless verve and vitality.) He quoted Virgil at us—"bent old age . . ." etc.—but a more apt quotation, as applied to him, would seem to be "always shall thy honour, and thy name, and thy glory abide". The Master commented also on the many beautiful women in the company, each one after five years apparently growing gracefully more glamorous—like our motor cars.

Mr. Robotham (Rm), in his entertaining reply, treated us to a number of incidents in his experience of life with Henry Royce, through early days to the Schneider Trophy engine, which in its turn produced the Merlin, which powered the Hurricanes and Spitfires of World War II. In parenthesis, it is amusing to recall that, after so many years with Sir Henry, endeavouring to produce the quietest motor in the world, he had subsequently turned his attention to producing the R.R. diesel, a breed which is as noisy as anyone could wish! Rm's book, incidentally, *Silver Ghosts and Silver Dawn*, is a "must" for all those enthusiasts who enjoy personal accounts of Sir Henry and his foibles, his eccentricities and his passion for perfection.

The Chairman, Frank Hellings, brought us back to earth firmly but wittily. He recalled the early days of the Club when Stanley, with his great knowledge and enthusiasm, had established such a

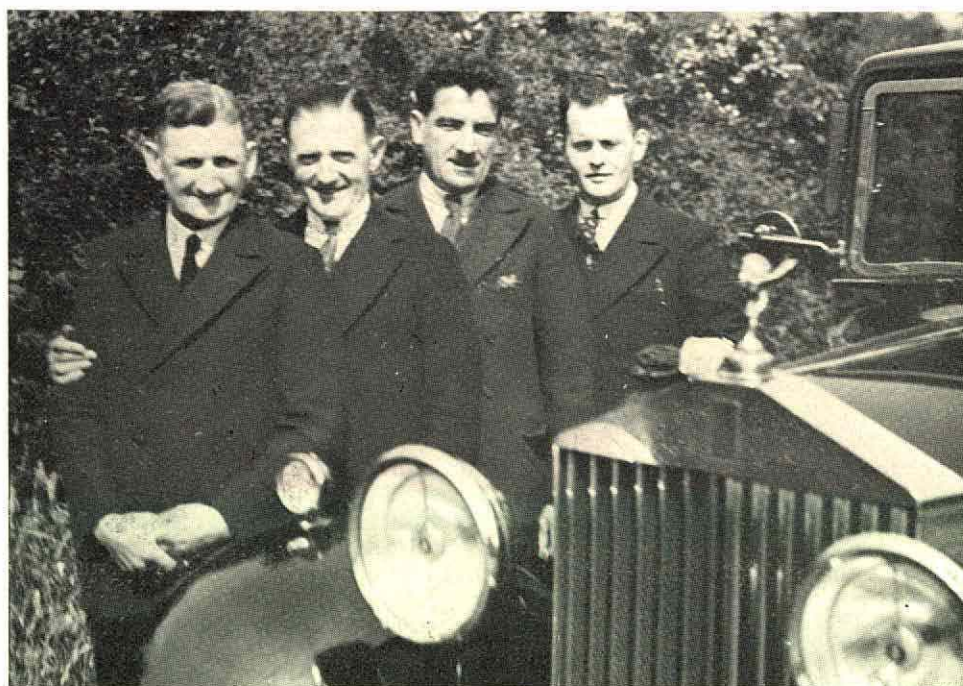
high standard of excellence, so strongly supported, and later continued, by John Dymock-Maunsell that we now had a reputation second to none. But John, who had steered the Committee and organised the events practically single-handed, was a great loss when he gave up. Since the departure of these two men the Club had had suddenly to take stock and learn to conduct its affairs afresh, and had responded to the challenge. There was now a greater integration and social contact among the members themselves, and a larger number of people able and willing to run its affairs. Of course, our "anchor man" was still Fred Watson, who continued to combine the duties of President, Secretary and Treasurer with unrivalled efficiency and tact; without him we would be lost.

Finally, he mentioned a new award, the Phoenix Trophy, given to the Club by Dick Honnywill and to be presented for the first time this year. It is not necessarily an annual award, but will be given for a first class job of rehabilitation or reconstruction—from disgrace to original beauty. It is at the Committee's discretion to decide whether in any given year there is a member who is a worthy recipient. This year, happily there could be no doubt, and the award went unquestionably to H. M. Denton for his rehabilitation of GOK 48, his concours-winning 20.

Frank then asked Mrs. Robotham if she would present the trophies, to which she graciously acceded. The Harding Rolls Trophy, for the member adjudged to have done most for the Club, went with acclamation to John Lovegrove, who had taken on John D-M's work in arranging events. The Stanley Sears Trophy, for the best overall marks in Club events, went to Frank Hellings, together with the Dymock-Maunsell Trophy for the best attendance at rallies. The Messervy Trophy, for the best results in the combined concours and driving tests, was won by Andrew Taylor who also collected the Fergusson-Wood Trophy. Alas, Colonel Gresham was not present to accept, for the second year running, the Alpine Trophy for the greatest mileage (adjusted for age and size) which he had won in his 1912 Silver Ghost, nor was H. M. Denton to receive the Phoenix.

The floor was then quickly cleared of tables, ready for the dancing which followed and continued into the small hours. Once again, we are most grateful to Bill Cook who made the usual impeccable arrangements for our annual mid-winter jollification.

R. B. HONNYWILL



1936 Instruction class. Bill Morton on far right. On far left is a chauffeur named Edwards who had just qualified for his R.R. cap badge and Certificate of Merit for maintaining in exemplary condition a Rolls-Royce car for 40,000 miles or five years, as certified by the visiting inspector.



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. I. Yates; Mr. and Mrs. I. Munro; C. Meachen; A. Heathcote; H. Fergusson-Wood.

EVENTS COMMITTEE

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

OTHER OFFICERS

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 £1.75; Club ties at £1.12½; silver cuff-links at £2; and car badges at £1.75.

MAGAZINE—Binders for the Record available from the Editors 87½p each post free, also copies of previous issues 62½p each post free.



NEW MEMBERS

CHAPMAN, Mr. and Mrs. R. A. C., Hookstone Farm House, Chobham, Surrey.	
LOWE, Mr. and Mrs. R. A., Blue Haze, Eyhurst Close, Kingswood, Tadworth, Surrey.	Mogador 2383
P II 1932 72 JS OXR 215 F. H. Coupé	Thrupp and Maberly
YOUNG, G. S., 46 Devonshire Close, Devonshire Street, London, W.1.	01-580 4308
20 1928 GBM 37 YX 1620 Saloon	H. J. Mulliner

OBITUARY

We regret to record the death of Mr. J. Symes of Canhurst Farm, Knowl Hill, Twyford, Berks.

FUTURE EVENTS, 1971

Sunday, April 18th

Sunday, May 23rd

Friday, June 18th to

Saturday, June 26th

Sunday, July 11th

Friday, July 30th to

Sunday, August 1st

Saturday, August 21st

and Sunday, August 22nd

Sunday, September 19th

Saturday, October 23rd

Spring Luncheon and visit to Castle Ashby, near Northampton
Concours d'Etat, Oxfordshire.

Tour of Southern Ireland.

Driving Tests, R.M.A. Sandhurst.

Shropshire Weekend.

Visit to Shuttleworth Collection, Biggleswade and Skew Water
Ski Club.

Meeting with Disabled Drivers' Club.

Autumn Luncheon: Home Counties.

