



THE 20-GHOST CLUB RECORD

Vol 12 No 3 1971



73 SG AT MONT ST. MICHEL

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

FAREWELL W.O.

Sadly, the great W. O. Bentley passed away during the year, leaving imperishable memories of a man of outstanding character and genius who, with his wonderful team of "Bentley boys", brought glory and international prestige to Britain in the years between the wars with his superb cars. The great string of victories at Le Mans and elsewhere are surely part of the fabric of the country.

It says little for those responsible for advising on the honouring of this country's citizens that this great man who did so much for Britain was ignored year after year while lesser mortals with far less claim to their country's gratitude found unexpected distinction.

We ourselves can take pride in the fact that W.O. was an Honorary Member of the 20-Ghost Club and was glad to come to a meeting.

Perhaps when the laws of economics permit, the Company will consider designing and building a "real" Bentley of performance and appearance to match and beat the great quality sports marques which happily are still produced in this country and abroad. Then, surely, the great name will live again in all its glory.

COVER PICTURE: Mr. S. W. Samuelson's 1922 Silver Ghost outside the famous Abbey of Mont. St. Michel founded by Benedictine monks in 966.

Just for THE RECORD



Some of our readers may be surprised to find that there is no page in this issue devoted to letters from members. The reason is quite simple. No members wrote any letters. Two promising features, Recommended Hotels and Recommended Routes, which we started a year or two ago, died almost as soon as they were born for lack of support from members, and it now looks as if the correspondence page awaits a similar fate.

Is there some general malaise in the Club? Does nobody have the interest or energy to contribute to what could be a sparkling, helpful and provocative section of the magazine? We leave it to members to decide for themselves, bearing in mind, we hope, that this is their magazine, to which they must contribute if they want it to remain in existence.

We have had much help so far, often very generously, from honorary members rarely able to attend meetings, and yet also from busy full members who have still found time to give us valuable contributions. For the next issue we have Anthony Heathcote's account of his memorable journey in his 25/30 to the shores of the Red Sea. To all of these we are more than grateful. But there are others who have great tales to tell of tours and touring, of cars they have possessed, restored and treasured, and who yet remain silent. If only they would spare a tiny fraction of the time they have spent on these pleasurable pursuits to pass on their adventures and experiences to other members!

In happy contrast we publish in this issue one of the very few articles ever sent to us spontaneously. Written by Junior Member Jonathan Samuelson, it is a most readable and entertaining account of a tour of Brittany in the family Silver Ghost. We hope that 16 year old Jonathan, who provides such a shining example to some of his elders, will continue to help us.

Members planning to take their cars abroad next year may be interested in the following words of warning which the Company has issued.

"When one escapes from the twisty constricted roads of the British Isles to the long straight motor roads which are being introduced all over the Continent, there is a very strong temptation to take advantage of the possibilities of continuous high speed which open before one. To do so is to court trouble. It is obviously in the interests of our customers that we draw attention to the danger of excessive engine wear introduced by the specialised motor roads, and such a warning would not be complete without indicating clearly the maximum speed at which our cars can be run continuously under such conditions. The speeds in question are:

Phantom III	75/80 miles per hour
Phantom II	70/75 miles per hour
25/30	65/70 miles per hour
20/25	60/65 miles per hour

Speeds of this nature will not cause unnecessary wear and tear, but if higher speeds than these are maintained then the engine must invariably suffer however well designed or constructed it may be."

This statement, incidentally, was issued in 1936, just 35 years ago. Plus ça change. . . .

All members will be delighted to learn that Ron Haynes, who had been ordered complete rest owing to heart trouble, is now back at work again looking the picture of health. Over the years he has been one of the Club's staunchest friends, and those who seek his advice can always be assured of a prompt, expert, and thoroughly helpful response. Hythe Road would not be the same without him.

One of the most pleasant and successful rallies ever held by the Club took place at the end of July in the form of a weekend in and around the Black Country. Henry Wilkins was the presiding genius of this "Iron Men's Tour", as it was called, and all who were lucky enough to take part owe him and his wife Joyce a debt of gratitude for their kindness and great generosity. The tour was an expertly organised mixture of scientific and historic interest, sociable gatherings and humorous

interludes, and Henry's band of helpers deserve a special tribute for their part in the smooth behind-the-scenes conduct of the whole operation.

A full account of the meeting has been kindly provided by Tex Leary, one of Henry's staff, whose brilliantly witty and perceptive description of the Black Country and its inhabitants was one of the highlights of a memorable gathering.

Spare parts: Now that Rippon Brothers have joined company with Appleyards, the recently organised pre-war spares department has been transferred from Leeds to Huddersfield, where it will be handled by the new company Appleyard Rippon Ltd., Roseville Road, Leeds LS8 5QP. Tel: Leeds 32721. Mr. Arnold Murgatroyd will continue to be responsible for the pre-war spares.

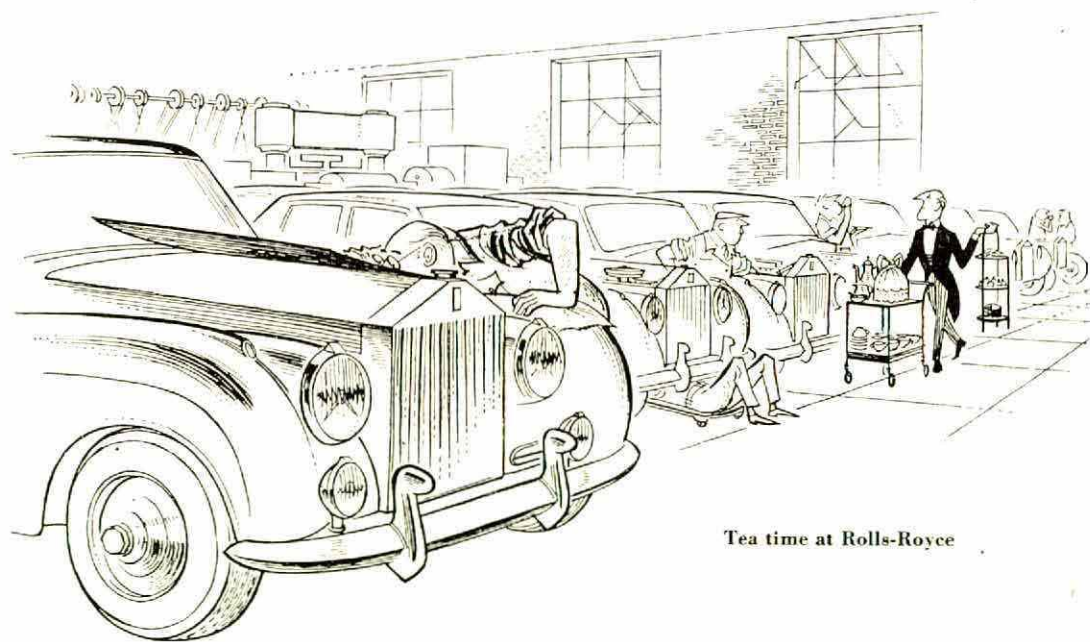
The season concluded with the usual Autumn Luncheon, held this year at the picturesque Weston Manor Hotel in Oxfordshire. Despite the blazing autumn sunshine, only nine cars arrived, but following the lunch their twenty occupants passed a most enjoyable afternoon visiting the nearby Rousham House and its delightful garden. The property has been in the possession of the Dormer family since 1635, and Mr. and Mrs. Cottrell Dormer, the present occupants, were kind enough to act as guides to our party.

Another year is drawing to its end. All our motor cars are that much older, and unhappily their owners also. Let us hope that the latter will continue to be able to maintain themselves in the same excellent condition, externally and internally, as the former.

We wish all members a Merry Christmas and hope that their New Year resolutions will include the supply of photographs and articles for the Record, without which there will not be one this time next year.

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

* * * * *

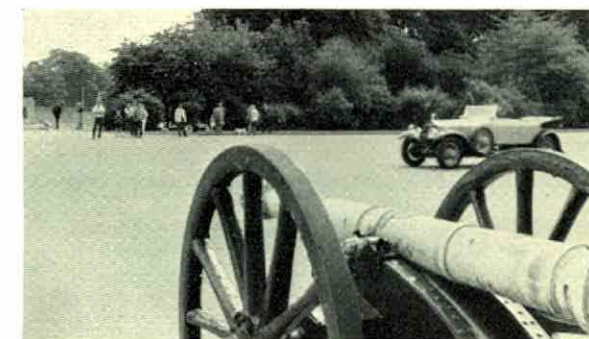


Tea time at Rolls-Royce

(By courtesy of Russell Brockbank)

Sandhurst Driving Tests

Sunday, July 18th, 1971



Gunning the Ghost

In 1970, the rules of the game were altered. Away went such niceties as gauging the height of one's car, hypothesizing about its turning circle, and delicately squashing tennis balls with the offside front wheel. Instead the tests were almost wholly concerned with precision driving at speed. Sandhurst no longer cared how finely you could guess your turning circle. They wanted to see how quickly you could complete it—in reverse. (And a vertiginous business that was!).

In 1971 along came a new breed of driver to match the new rugged tests. Of course, not all the names were changed—the day was once again a benefit match for the Taylor family—but to win a prize you had to be prepared to hazard your car, yourself, and possibly some of the onlookers. Whether this is wise, may be debatable. What cannot be argued is that it makes a splendid spectacle, with a terrifying sound of screaming rubber, shuddering chassis, and gearboxes being thrust that-a-way before wheels had finished going this-a-way.

Only the weather was kind to the cars. Early rain passed away, and the day was dry and bright. Everybody was delighted to see Mr. Bence-Smith-Cranmoor once again in his role of Clerk of the Course. For the third (and sadly the final) year, Major Hemsley was secretary of the meeting, and opened the Tests with a brisk warning that some of the marshals had been sub-poenaed, and our indulgence of any shortcomings was sought. There were in fact none, and I don't think anyone could have distinguished between the conscript and the volunteer marshal. Each one showed the courtesy and helpfulness which always characterize the Sandhurst cadets.

The tests called for a rare mixture of finesse and bravura. We wiggled and wiggled. We spun backwards round the tablet commemorating the surrender of German Land Forces in May 1945. We shuttled in and out of a cruciform of garages. We played round-the-houses with a reckless abandon, and several of us found unsuspected brisk acceleration on the downhill stretches, and nearly made it through-the-houses. We made clover-leaf patterns round three pylons which seemed childishly simple on paper, but proved to be a Gordian knot on the ground.

One innovation this year was the introduction of a second attempt for anyone with enough strength left. This produced some interesting results. On the first time out, Dick Colton had put up a seemingly unassailable 188.7 penalty points, in his very pretty Freestone and Webb Silver Wraith fixed head coupé. Second was Nick Taylor with 198.7 penalty points in the 20 tourer (do the Taylors draw lots to decide who shall drive this car?). However, practice clearly makes perfect, since on the second round Dick Colton and four other drivers handsomely beat his first score. Andrew Taylor was the outright winner, in the 1953 Silver Wraith. Dick Colton, Nick Taylor and M. W. Sapsford were the class winners. Incidentally, anybody who said that for the Tests you must have an open 20, with its tiny turning circle and all-round visibility, or a post-war Rolls for speed, would have been confounded by Mr. Sapsford's performance in an Early Perpendicular 20/25.

LESSONS IN STYLE

However, the star performers of the Sandhurst driving tests are not limited to the winners. A lot of drivers whose cars do preclude them from winning still turn up year in, year out, just to give us a stylish lesson in driving. Skit Poulter's handling of the Alpine Eagle is not merely skilful; it is a study of someone wholly at one with his machine, and looks like a scene out of John Buchan. Harry Fergusson-Wood shows a wonderful cool accuracy as he takes his beautiful blackberry-coloured Silver Dawn through the wiggle-wobble. H. E. Marshall gives us another portrait of relaxed control—he does it all without even taking his pipe out of his mouth. Bill Savage threads Fred Watson's supreme Phantom II coupé de ville through the pylons as cleanly as a trout flicks its tail.

These people remind us that it is all meant to be fun. Without these 'non-competitive' demonstrations, the Driving Tests would be a much duller event. And at the end of the afternoon, Mr. Marshall lent Major Hemsley his Wraith, and the Major obligingly zipped round the course with a very creditable 232 penalty points.

We were honoured this year to have the prizes presented by the Commandant of the Royal Military Academy, Sandhurst, Major General P. T. Tower, cutting an extremely debonair figure in leisure shirt and scarf. All very appropriate, on a day when *panache* had been so much in evidence.

PAUL HOPPÉ

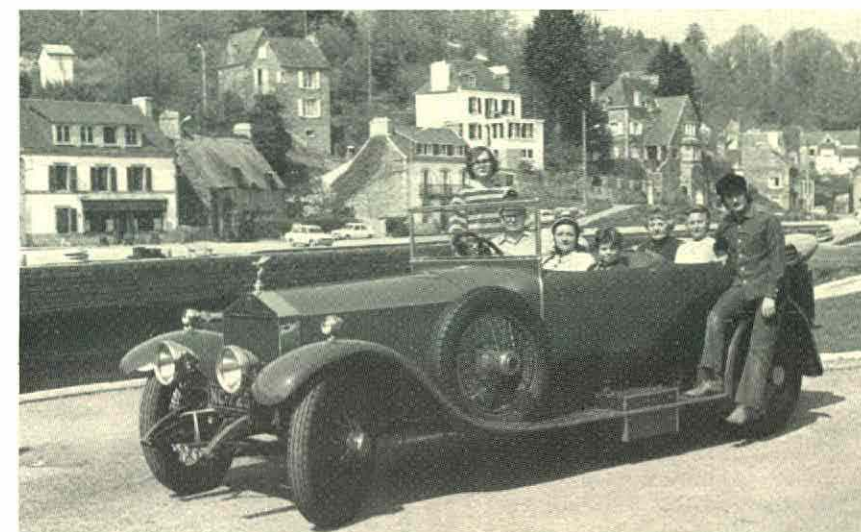
DRIVING TEST RESULTS

Name	Year	Model	Test 1	Test 2	Test 3	Test 4	Total
<i>Class I</i>							
W. F. Watson	1913	S.G.	85	93	36.6	22	236.6
(Driver H. B. Poulter)			77.9	68.4	35.4	21.2	202.9
J. G. Hampton	1925	S.G.	117.9	157.4	39.9	110	425.2
W. F. Watson	1935	PII	160	239.7	160	110	669.7
J. D. Townsley	1937	PIII	142.9	159.6	60	110	472.5
			124	166	52.4	30.5	372.9
F. Hellings	1927	20	89	103.8	43.1	21.5	257.4
Mrs. F. Hellings	1927	20	102	86.8	43.2	24.7	256.7
D. W. Hellings	1927	20	71	79.5	36.1	23.2	209.8
			63.4	73.8	35.9	21.8	194.9
N. Taylor	1927	20	74.7	70.2	32.8	21	198.7
			52.5 C	63	33.6	20.6	169.7 B
<i>Class II</i>							
D. F. Wills	1927	20	80.5	74.8	40.2	110	305.5
J. W. Squire	1930	20/25	71.1	61.9	39.6	33	205.6
P. Hoppé	1930	20/25	71	77.8	32.8	28.1	209.7
			63.5	63.3	32	22.7	181.5
M. Sapsford	1930	20/25	110	74.5	32.6	26.8	243.9
			63.1	59.1	32.3	20.5	175 B
R. Chapman	1932	20/25	90	71.2	41	24.8	227
			71	67.8	38.6	23.8	201.2
C. Chapman	1932	20/25	93.7	84.9	41.5	110	330.1
Capt. S. J. S. Boord	1933	20/25	128.8	109.1	43.1	29.8	310.8
			100.8	95.2	40.8	28.1	264.9
Miss S. Taylor	1933	20/25	96.2	76.1	37.9	28	238.2
			87.5	166	32.6	22.9	309
H. E. Marshall	1939	Wraith	80.2	112.5	51.1	22.8	266.7
			96.8	61.7	37.8	23.5	218.8
J. I. Yates	1939	Wraith	125.9	280	56.1	110	572
			137.2	159	49.6	26.2	372
<i>Class III</i>							
R. W. Colton	1951	S. Wraith	58.6	79.4	31.2	19.5	188.7
			59.8	60.7	30.8	19.4 C	170.7 B
A. Taylor	1953	S. Wraith	71.5	77.4	30.8	21.7	201.4
			58.9	54.9 C	30.3 C	22.5	166.6 A
J. D. Townsley	1953	S. Wraith	116.6	120	51.1	110	397.7
H. F. Fergusson-Wood	1953	S.C. I	67.8	65.1	39	110	281.9
			68.7	77.3	33.4	110	289.4
E. C. Flynn	1955	S. Dawn	91	134	39.9	110	374.9
			84.8	79	36.9	22.6	223.3
P. Taylor	1958	S.C. I	61.2	57.8	160	110	389
			58.5	91.5	28.6	21.5	200.1

A Best total score.
B Class winners.
C Best Score in individual tests.

A Ghost goes West

73 SG Visits Brittany



All aboard—the Samuelson family

We thought long and hard before deciding to attempt a 1,000 mile round trip of Normandy and Brittany in April in our 1922 Ghost but decided to throw caution to the wind and go ahead with the planning. How lucky we were to have taken this so called chance because we all experienced something quite exceptional, which turned out to be a most memorable occasion.

We are a family of seven, my mother and father, two grandmothers, two brothers and myself plus our dearly loved 1922 Silver Ghost (chassis No. 73 SG) with its open tourer body work by Park Ward. While seven can travel reasonably comfortably in the Ghost we did take a relatively uninteresting Vauxhall Viva with us to act as a kind of "Sherpa" for luggage and as an insurance in case the weather turned out badly. This was important because my two grandmothers (who are both game for anything) are in their seventies and might have found the cold too much for them if the April weather was up to the usual standard expected in the part of France we were venturing into. In the event, the Easter weather was the best in living memory in Brittany and our problem was only one of trying to persuade somebody to accompany either my father or my elder brother when they were following in the Viva. We did take a pair of walkie talkies to keep in touch with each vehicle but, who wants to travel in

a 1971 saloon when the alternative is a glorious 49 year old Ghost?

We travelled to Southampton in cold and wet weather wondering if we were about to participate in an endurance test more appropriate to a group working for a Duke of Edinburgh Award and drove ourselves on to the Thorensen ferry full of concern. Our fears were not helped by the fact that the crossing was the worst experienced this year and we all staggered off at Le Havre looking a particular shade of green, a distinct clash with the vivid aircraft blue paintwork of our Ghost. After spending the night at Le Havre we woke to find hazy sunshine and clear minds which indicated the holiday could work out tolerably well after all.

D ROADS PREFERRED

Our route was planned with nine stops at various towns and villages where one could find less than outstanding hotels but excellent restaurants. This worked very well as there was no need to change into anything other than our travelling clothes in the hotels and the addition of a tie was virtually all that was required when we arrived for dinner at the various restaurants my father had selected from Michelin.

Throughout the trip we travelled on D roads, those pale yellow ones on the map, and this was certainly the way to do it. An eminently suitable plan for the kind of journey

we had in mind. These roads are universally excellent, not only the surface which is kept in first class order, but the lack of other traffic made motoring a pleasure. We travelled for miles without seeing another vehicle of any kind and we all decided that this is how motoring must have been 49 years ago, when our car was born and when travelling by road was not the miserable undertaking it is today.

In case any readers are interested in knowing where we went I will list the places we visited during the ten days.

Le Havre, Caen, Pontorson, Mont St. Michel, Paimpol, St. Michel en Grève, Brest, Landévennec, Argol, Quimper, Pont-Aven, Rennes, (including the motor museum on the Fougères road) Thury Harcourt, the Normandy beach-heads and Arromanches where parts of the Mulberry harbour can still be seen.

Our routine was to ensure it was never necessary to make an early start on any day! My family are not members of that strange breed which happily enjoys rolling out of bed at dawn, in fact we are just the opposite. We seldom left the hotel before 11 a.m. at which time we did our shopping for lunch which was taken picnic style wherever we happened to find ourselves at the right hour. This simple little idea gave us great pleasure and we found a series of delightful stopping places where we were on our own and able to enjoy a relatively simple menu of fresh French bread, pâté de campagne, a selection of three or four Normandy cheeses, fresh fruit and yoghurt, the whole thing rounded off with genuine English type tea made on the spot with the aid of Camping Gaz. Our total journey each day was never more than 120 miles so there was no need to attempt to break any records; we just took things quietly and found that the miles were covered completely without effort and in



Always the centre of interest: Rennes



Bird's eye view of bath night

less time than one would have thought.

PHOTOGRAPHERS' DELIGHT

Of course one of the delights of the trip was the intense interest the Ghost created everywhere we went. We have always felt that one of the nicest things about owning a Ghost is that it has the knack of making people smile and it seems to us that even those who see the car and who are not lucky enough to own one can still get some pleasure from it. The enthusiasm in France was much greater than we expected and we found the local Press miraculously appeared at some place where we stopped for the night. Somehow word must have reached the village photographer because on several occasions a man with a camera was waiting for us to appear from the hotel in the morning anxious to get a picture of the strange English family and the remarkable car they had arrived in.

It is interesting to note that the fact about the Ghost always asked first by our French friends was "combien de kilomètres par litre". I suppose fuel consumption is most important to the French with the price they have to pay for petrol there. We appeared in featured articles in four newspapers; not bad for a first and short trip!

Unlike many members of the 20-Ghost Club we are newcomers to the joys of ownership, being only in our third year. I suppose it was because of this inexperience that we had some doubts about the viability of the trip we planned, completely under estimating the capability of our car and the quality of the restoration carried out for us by Joe Fildes. Such was our ignorance that I am ashamed to admit we carried a tow rope with us in case of need and we now ease our conscience by convincing ourselves that we only took it in case the Viva broke down!

I am sure members will not be at all surprised to hear that we had absolutely no trouble with the car from start to finish. The French people we were in contact with were over-

friendly, if one can say that, and it was a wonderful experience for us all. We did plan each of our night stops to be at a hotel with a lock-up garage available for obvious reasons

but still managed to lose the engine oilfiller cap, presumably to some French person seeking a souvenir of "les fous Anglais!" (Does any member happen to have a spare one?).

Now we look forward to a summer holiday by Silver Ghost all the way to the Côte d'Azur and nobody will get us to put the car on the train, that is for sure. We will spend seven days from London to

Cannes, hopefully finding lots more D roads again, seeing the real France and experiencing real motoring. It will be for us what I believe used to be called the GRAND TOUR.



The author at lunch

JONATHAN SAMUELSON



FRENCH WITHOUT GEARS

When I married in December 1909 I was the first tenant of 35 Nightingale Road, next door to the Co-op. Sergeant Bennett, the Commissionaire at No. 1 Gate and at Cooke Street lived about ten houses further on and he used to accommodate owners' chauffeurs during their instruction period.

When the Count de Salamanca sent his chief chauffeur to Derby, Bennett was full up, so Monsieur and Madame Lacouture found digs with a Mrs. Moore just round the corner in Osmaston Street. My friend Frank Biddulph lodged there, and on the arrival of M. and Mme. Lacouture one Saturday morning Frank (brother of Arthur Biddulph, one time night shift manager and later Supervisor of all Aero production) came to me to ask my help in Mrs. Moore's dilemma. The Lacoutures spoke no English and Mrs. Moore no French.

I had had at school three years instruction in French under the tuition of M. Debussy, the Manchester School Board's teacher at the Higher Grade Schools. Even now I can conjugate all regular and most irregular verbs, and all my correspondence from France, where I have many friends in Amiens, Paris, Nice and Monte Carlo, comes in French, but I have difficulty in following conversation.

I am told by those who ought to know that my pronunciation is good, so I was able to sort things out for Mrs. Moore. The year was 1914 and John De Looze had arranged Berlitz tuition in French for the Staff and Foremen in the Works. As I had taken the Lacoutures in tow I thought I was entitled to some tuition, so I asked his permission to become a pupil. Most of the Cooke Street foremen could not speak good English, and French was beyond them and they did not attend. Thus from January 1914 to August, when M. Champmartin had to rejoin his regiment in France, I had nearly eight months of personal tuition which has stood me in good stead on the many occasions I have been in France.

GEORGE CLEGG

Heart Transplants on a Phantom II

These notes relate to my 1930 Chassis, 9-GX, but are also applicable with variations to all the Phantom II, 20/25 and 20 h.p. models. The clutch and gearbox are separate units on the Phantom I, and the method of engine mounting changed in 1932.

The notes should be read in conjunction with 40/50 h.p. Handbook No. VI and Service Instruction Leaflet RR/F2 dated 31st January 1950, entitled Clutches, Overhaul, Adjustment and General Maintenance. All Types.

All operations can be carried out by one person with a 2½ ton jack and a 3 cwt. gantry block.

1. REMOVAL OF BELL-HOUSING AND GEARBOX UNIT

(see Fig. 31, p.120 Number VI Manual for illustration).

1. Preliminaries. Disconnect battery. Remove undertray, all floorboards and leather gaiters for brake and gear-levers.
2. Disconnect front end of prop shaft at flat plates bolted with 8 bolts and split pins. Slide back shaft and support on cross member with rope.
3. Disconnect speedo drive and secure out of reach.
4. Gear Lever Shaft and Speedo Drive. Undo nuts and bolts securing shaft at side, and selector cover on top of gearbox. Do *not* disturb small b.a. nuts securing the two locating stubs of the shaft.
Undo four b.a. nuts securing speedo drive and plate, and draw this out, with gear and square shaft.
Remove shaft complete with selector arm, gear lever and gate, seeing that lever is in "neutral" first.
Replace selector cover immediately and fit blanking plate over shaft studs on side of gearbox to prevent foreign matter getting in.
5. Remove footbrake link shaft in front of gear-lever shaft. Also adjacent pedal tension spring.
6. Unbolt steady brackets for pedal shaft (2) at shaft. Slacken bolt mountings at chassis frame ends and move brackets away from shaft.
7. Disconnect oil pipes from frame.
8. Remove clutch actuating shaft (top front).
9. Remove pedal shaft by taking out two bolts placed vertically in chassis frame—awkward—use small b.a. spanner in tool kit.
Near Side. (Servo) See Fig. 31, p.120 No. VI handbook).
10. Slacken off adjusting nut Z onto spring ring.
11. Disconnect shaft (A3) on lever A2 to footbrake.
12. Disconnect shaft on lever T1 to footbrake.
13. Disconnect double shaft on top of servo.
14. Disconnect shaft Tf. to footbrake shaft, and front brake cables.
15. Disconnect oil supply pipe.
16. Remove eight bolts from servo casing—O.
17. Remove lock washer large nut and two spacing washers on actuating shaft. Tap off actuating lever taking care not to lose setting key in shaft. On reassembly check for adequate lateral clearance otherwise shaft may jam on expansion of gearbox when thoroughly warm.
18. Remove damper nut, spring, and assembly.
19. Remove nut securing servo bracket to gearbox, or bracket complete—this facilitates rear movement of gearbox.
20. Tap out servo assembly, ensuring that inner plate nearest gearbox does *not* move with it. (If this comes out; two washers inside the gearbox may fall out of place and the latter will have to be dismantled).
21. Check that the gearbox assembly is now isolated from the Chassis at all points except the rear swivel-bracket.
22. Remove crank case bolts, leaving front end supported on splined drive.
23. Support gearbox in the middle on jack and just take weight off rear bracket. Remove bolts through cross member and allow bracket to swivel down out of the way.
24. Shake unit slowly backwards, until splined drive is clear and support on slings. Remove jack.
25. Place creep under gearbox, and lower with slings. Jack up car and trolley gearbox out from under car. The bell-housing can then be cleaned out and the flexible joint and clutch brake lining removed as necessary.

2. REMOVAL OF CLUTCH TO EXPOSE FLYWHEEL

1. Follow RR/F2 p.p. 18, 19.
2. Flywheel removal. Undo nuts by stripping threads. Knock out bolts when at bottom position so that they fall out—if they are knocked out at the top they will jam on the crank case cover and the flywheel cover cannot be moved. (see fig. 32 on p.125 of No. VI Handbook).
3. Draw off flywheel. This will reduce weight of crank-case by about 50 lbs. but is not otherwise necessary if, for instance, only the clutch is being relined.

3. CRANKCASE REMOVAL (after completely stripping down, including removal of front shock dampers).

1. Attach crane or gantry block ropes and pull tight.
2. Remove split pins securing sliding bracket clamps (8) and brackets to engine (16). All pins are vertical and face downwards. Remove four centring plugs (one to each bracket). N/S clamping bolts all face forwards. O/S bolts all face rear.
Knock securing bolts backwards into hollow crankcase mountings. Weight of engine will then be on slings. Loosen bracket clamping bolts and slide these away from engine. When re-building secure mountings to engine first (check that bolts are an easy, but not loose, fit before installation) then insert centring plugs. Finally tighten clamping bolts.
3. Lower crankcase carefully onto creep. Remove slings. Jack up car as high as possible. Trolley out crankcase between N/S front wheel and the chassis brace, taking care not to damage studs. The unit can then be sent for professional overhaul of bearings, crankshaft grinding, new tappets, attention to camshaft as necessary. The cylinder blocks and head will be required for refixing temporarily to the crankcase during this operation to ensure correct "flexing" of the latter.

On re-assembly check that all the big end bolt securing nuts and split pins are clear of the oil pipes supplying the main bearings particularly on No. 1 cylinder, and the crankcase ribs. At this stage, with the engine and gearbox unit out of the car, opportunity should be taken to carry out any required work on the steering box, electric wiring (renewal is a simple and pleasant job with so much working space), bulkhead body mountings (the rubber is often perished and shrunk), lubrication system, etc.

4. STEERING BOX REMOVAL (Following crankcase removal)

1. Disconnect pendulum arm at top by undoing oil pipe, lockwasher and retaining nut. The splines and arm are not marked for replacement, so this should be done. The arm can best be drawn off by forcing a chisel between it and the chassis. Leave retaining nut on loose to prevent arm springing off and causing damage to the wing or yourself. Finally both can be removed.
2. Disconnect horn cable at chassis junction box.
3. Remove three control levers with ball joints, placing on wire in order of removal.
4. Undo lockwasher between nuts on base of central column and unscrew both nuts.
5. Loosen L/H nut and lockwasher securing flange of control rod bearing to box, tap rod backwards to free on spline, and draw back out of steering column about 18 in. Catch oil below.
6. Undo steering column U bracket, and dashboard bracket support. Loosen knurled ring slightly, after slackening lock nut with "C" spanner.
7. Undo four nuts on plate joining column to box. Carefully screw out column and immediately wrap to protect gear. Push steering column carefully up into car. There is no need to dismantle this further.
8. Undo four side and two top bolts securing box to chassis, and remove. It is not essential to remove the two centre nuts as these only secure the chassis plate and accelerator shaft bracket to the steering box.

5. REWIRING

(Brief general notes only—if you are not "this way" minded, get it done professionally!)

Some may consider that rewiring should be carried out with rubber covered cotton braid cable in accordance with the original specification, but in my opinion P.V.C. cable is a much more workable substitute providing better conductivity and insulation. Also the smaller overall diameter of the cable enables the incorporation into the original system, of indicators and other coachbuilder's extras such as spotlights, dipping auxiliaries, heaters, brake, stop and reversing lights etc.

My experience is that whilst the Company's electrical specification was second to none, the coachbuilders additions were often little better than "bits of string", even by pre-war standards.

continued on page 12

Back to the Iron Age

Black Country Rally : July 30th - August 2nd, 1971

"It could be a Maharajah's funeral" said a retired Colonel sentimentally as the glistening entourage of 20-Ghost Club Rolls-Royces wound their stately way through the lanes of Shropshire and expertly parked in the picturesque Main Street of Bridgnorth. This attractive split-level town is a popular place with the people of the Black Country and on this Sunday morning it had its fair share of visitors. The local Police amiably controlled the through-traffic to enable the thoroughbreds to take up their positions under the shadow of the ancient Market Hall. Then, leaving the vehicles under the curious gaze of the passers-by and the watchful eye of the local Constable, the 20-Ghost Club Members climbed the narrow stairs to the specially opened Rib Room Restaurant for Sunday lunch.

This was just one of the items in a crowded weekend planned by Mr. H. R. Wilkins under the heading of "The Iron Men Rally". It started on Friday evening, when Members of the 20-Ghost Club made their various ways through the beautiful Shropshire countryside which borders the Industrial areas of the Black Country, taking up accommodation in the market towns of Wellington, Shrewsbury and the outskirts of Wolverhampton.

THE ORIGINAL IRON BRIDGE

The Rally proper started on Saturday morning with Club Members meeting at the home of Mr. H. R. Wilkins for sherry. This was the first time many of the Members had met since the highly successful Irish Rally and the conversation, with the sherry, flowed freely.

The impressive line-up of motor cars drove sedately through the country lanes to Much Wenlock for lunch. The Coupés and Sedancas took advantage of the clement weather to put down their hoods and enjoyed the fitful sunshine.

Lunch at the Gaskell Arms was an enjoyable affair and afterwards the convoy moved on to the first of the arranged visits, the source of the Black Country power and wealth, Coalbrook Dale.

Here the original blast furnaces introduced by William Darby have been preserved and some of the superb examples of craftsmanship are displayed in the museum. It was from this foundry that the first ever iron bridge was constructed, and erected over the Severn Gorge in the nearby town to which it gave its name.

Ironbridge has long since lost the industry that Darby's genius gave it, and is now known only for the bridge itself, designed by Thomas Farnolls-Pritchard, but the passage of time and the gradual deterioration has now rendered it



Setting out from Brockton House



Break for Lunch



Artistry in Iron

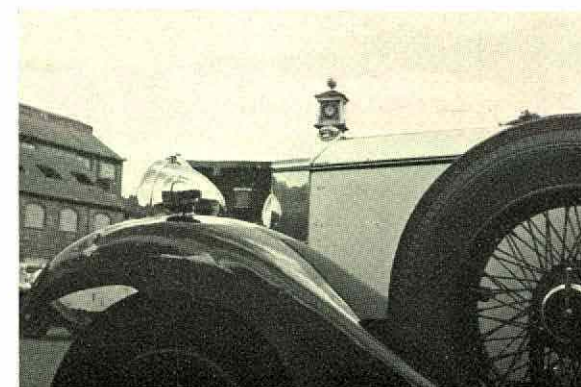
usable only by pedestrians. Adjacent to Coalbrook is a large area on which a working museum is in the process of being built and here examples of the early large pieces of equipment, such as Beam Engines, Air Compressors and Rolling Mill equipment are being preserved before these valuable links with the past have been lost to posterity. The story of iron and steel one would imagine would have little appeal for the ladies, but on the museum site they were able to see the potter at work



The famous Iron Bridge



Underneath the Arches



The Camera cannot Lie

producing the attractive Severn Pottery, and were able to purchase samples of his skill.

This concluded the afternoon tour and 20-Ghost Club Members were soon on their way back to their Hotels to prepare for the buffet supper to be served at Brockton House, at which Mr. and Mrs. H. Wilkins were hosts. This provided a delightful relaxed evening and a fitting end to an interesting day.

DUBBED "BLACK COUNTRY" BY THE ROMANS

By 11 o'clock on Sunday morning the party had again assembled at Brockton House for drinks and a not too serious talk on the history of the Black Country and its Iron Men. Although the Industrial Revolution had its birth in Coalbrook it was very soon removed to the area adjacent to the towns of Tipton, Bilston, Smethwick, Darlaston and Wednesbury, where the essential minerals and fuel for the smelting of iron were more readily available. This area is still known as the Black Country, a name given as far back as Roman times when the feet of the marching Legionaries were blackened by the open-cast coal lying on the surface, and retained from the time of the Industrial Revolution because of the endless smoke palls that drift over the area from the furnaces. Its inhabitants have the reputation of being a narrow introvert society with their own, almost incomprehensible, dialect and a direct, often wicked, sense of humour. To illustrate this humour some of the more acceptable Black Country stories were related to the 20-Ghost Members in dialect, but the Speaker, because of the absence of an "Interpreter", was not sure whether they were fully understood. It was following this short session of lighter entertainment that the Club Members left for lunch at Bridgnorth.

From Bridgnorth their route lead to Weston Park, the ancestral home of the Earl of Bradford, and included a very interesting tour of the house and gardens. Thanks are due to Mr. Gordon Williams, who was in fact responsible for the planning of the entire weekend.

The house itself proved of such absorbing interest that little time was left for the gardens—a domain of the celebrated Radio and T.V. Gardener, Mr. Percy Thrower. Unfortunately, even for such an august gathering as the 20-Ghost Club, there are still only 24 hours in the day, and many of them still had considerable distances to travel to their Hotels.

MEDIAEVAL MANOR

On Monday morning a visit to the Science Museum at Birmingham was scheduled and here again it was surprising that the ladies of the party found so much of absorbing interest

in this very well equipped museum. We understand that there is no truth in the rumour that the Museum Authorities offered to exchange one of their steam locomotives for the Alpine Rally Winner, which was travelling in the capable hands of Fred Watson.

The culminating function in the "Iron Men Rally" was the luncheon, which had been arranged at the old Manor House at West Bromwich, a recent "discovery" which has been superbly restored and now sits rather incongruously on the fringe of the Black Country itself. It is reputed to be the most fully restored and most detailed example of a Mediaeval Manor in the country today. One group of the Members dined in the Mediaeval Banqueting Hall, and the remainder in what had originally been the Chapel.

At the conclusion of the meal, Mr. Stanley Sears proposed, in a short but very entertaining speech, a vote of thanks to Mr. and Mrs. Wilkins for the interesting and enjoyable week-

end, and to Mr. A. T. Thorley, Director of Wilkins and Mitchell, for the excellent lunch.

PRESSES FOR ROLLS-ROYCES

Many that could spare the time during the afternoon visited the Power Press Division of Wilkins and Mitchell. In this factory Power Presses capable of exerting a pressure ranging from 100-4,000 tons are designed and built for many industries. It was here also that the forging and extruding presses were designed and built for Rolls-Royce for the production of jet blades. This was in the days of the late Lord Hives when Rolls-Royce went into large-scale production of their world-famous jet engines. Shortly afterwards the Club Members were heading for their homes, driving as they went through the domain of the "Iron Men", and, we are happy to report, considerably more impressed with the Black Country and its surroundings than they had been before their visit.

TEX LEARY



continued from page 9

After removing the bulkhead conduit covers, and loosening the bolts securing the distribution box, I measured up to calculate the lengths of new cable required, adding a 10% tolerance. I found that it was possible to match all but two of the colours exactly, and compromised easily on these, with, for example, purple for the original white with a blue tracer.

The distribution box really connects three systems together—switchbox—dashboard—chassis. The first should be removed with its wiring, cleaned out, if necessary with switch cleaner, and the front plate dismantled if it should require to be sent away for re-engraving the white lettering. The new cables can then be cut, using the originals as a pattern before removal. I made soldered connections to the eyes, but if a crimping machine is available, the original specification can be adhered to for the distribution box connections which were crimped soldered.

The dashboard and starter relay energising circuits can be dealt with likewise.

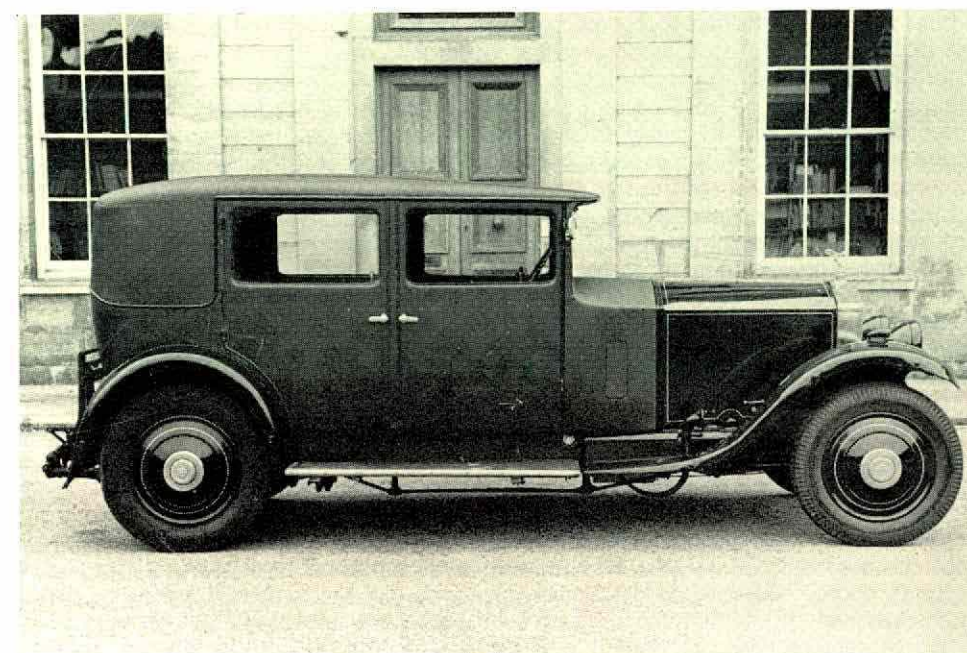
When rewiring the chassis care should be taken not to scuff the cable at the conduit ends and it is essential to check for kinks and ensure that the conduits are correctly refitted into their sockets to prevent later scuffing due to vibration.

The battery cable may cause trouble. I had to burn out the original from one length of conduit (after removing it from the car first,) and the new one required a fair amount of coaxing to go through, partly due to the "kinks" shaping the conduit to the chassis. It can be warmed to make the P.V.C. covering more flexible, and soldered to a thinner tow-line; once through, the cable length can be adjusted more easily.

DAVID BERRY

Members' Cars Described

(No. 9 New Series)



Model:	20/25
Chassis No.:	GGP 20
First Reg.:	1930
Coachwork:	H. J. Mulliner
Present Owner:	Michael Sapsford

Owner's Remarks:

In 1967 we were on holiday in Edinburgh and had cause to visit M.M.M.M.M. (Michael Mutch's Myreton Motor Museum) where I lost my heart to a 1930 Mulliner Weymann 20/25. I had been wanting a fabric saloon for some time and this car had most pleasing lines, and although a bit run-down looking, had the most beautiful original brown hide interior. I asked a few questions about ownership and found that the car did not belong to the museum. On our return home I wrote to Michael Mutch asking to be put in touch with the owner, but received a polite reply that the car was not for sale, but that my name had been forwarded to the owner. I therefore dismissed the matter from my mind.

To my surprise, about two years later, I had a telephone call from Edinburgh asking if I still wished to buy the car as the owner had reluctantly decided to sell after 15 years of ownership. I bought the car on the telephone, 400 miles away without ever having sat in it, heard it run, or even looked under the bonnet.

One's memory can be very deceptive, particularly after two years, for three weeks later I went to Edinburgh to collect the car, having booked to return on the Edinburgh/King's Cross car sleeper. It was a freezing cold February morning and that very flat part of Midlothian seems windier and colder than elsewhere. I stood in a freezing puddle surveying my new possession and wishing I wasn't. I wished I was by a warm fire, and nothing whatever to do with the vision I beheld.

The radiator had been chromium plated, and was partially rubbed through—the bonnet was bare aluminium. The fabric looked good however, except for the roof which resembled a bunch of boy scouts under a collapsed tent! The brown hide interior looked almost as good as I remembered it, but I had not remembered the pale R.A.F. blue rubber-backed carpet which set it off.

The engine was started and sounded smooth and quiet—my spirits rose. Two hundred yards down the road my spirits disappeared through the bottom of my frozen boots, for the engine had a daunting grumble and the rear axle was a "real grinder". However, my escort was an 1100 estate

and I soon realised that I could keep up easily at 55 m.p.h., in fact top gear performance between 25 and 55 m.p.h. was, if anything, superior to the 1100. The noise was such that 40 m.p.h. was thought to be sufficient.

The journey home was miserable and wet. Leaving the King's Cross rail terminal, I did my ritual three times round the entire establishment before finding the exit. Lenox Jamieson, my long-suffering host in Edinburgh, had to be delivered to Chatham so we set out east. It rained so hard that it was decided to see if the wipers worked. They did, with an inexorable grinding noise (and still do), but the blades only made contact with the screen at infrequent intervals.

I finally arrived home at 11.30 a.m. in the throes of a bout of 'flu. My wife, sensing disaster, said so. I decided that to run the car in its current state would be to invite a mechanical catastrophe. However, we agreed to tackle the exterior work first, feeling that if the car looked good, we should have the necessary enthusiasm to undertake the mechanical work needed.

I am fortunate in having as a friend an expert coach trimmer who will undertake specific jobs for me. I always try to keep our relationship on a business basis, but I cannot help feeling that his prices are better for my business than for his! We had a conference about the work to be done, which lasted about ten minutes, at the end of which there was no roof covering or carpet. While the roof was being prepared for re-covering, the nearside front door fell off. It was fortunate that I was in the vicinity at the time, for it struck me on the chest, thus preventing the bottom hinge from tearing out. The top one had come out in a puff of dust, so we doggedly set about dismantling both front door pillars and replacing them. The black paintwork was re-done and the fabric covering over the new roof and door pillars was renewed.

By now, both my family and myself were a little disenchanted with H. J. Mulliner, and so, to try to revive our flagging spirits, we taxed the car to use for a while. It went well, grumbled mightily and looked marvellous.

It was about this time that the award-winning film "The Prime of Miss Jean Brodie" came to the local cinema. As Michael Mutch had told us that the car had been used for some of the location scenes shot in Edinburgh, the film was not to be missed. We sat through the first half, searching the corners of the big screen, and missing all the dialogue, for anything remotely resembling our car—but it was not until the end of the second half that we were rewarded with a brief glimpse of the number plate and radiator through Miss Brodie's legs as she crossed a road! Anyone who happened to be undoing a toffee paper or retrieving some spilt ice-cream might well have missed it!

Soon after this my wife suggested a continental holiday. In retrospect I appear to have accepted the idea quite calmly, but I cannot recall why there was not instant panic. However, the gravity of the undertaking finally got through to me about ten weeks before we were due to leave. I decided to overhaul the engine.

To cut a long story short, we drove on to the boat at Newhaven with 332 miles on the new engine—the timing gears, with their new bearings making a wonderfully eerie whistling noise just like a supercharger. The majority of the running in was done across France at about 45 m.p.h. The weather was extremely hot and we were very grateful for the body shape. As the windows are vertical, the interior remains cool even when left standing in the sun.

The car did not like the cheap French Petrol, and we had quite a lot of ignition trouble which did not really improve until we bought some decent petrol in Switzerland. One of the worst attacks of indigestion occurred in Pontarlier, near the Swiss border. They were having a street market, which is rather like a pop freak-out, only with fat middle-aged people. Cattle, sheep, chickens, children and vegetables were everywhere. A copious French "maman" saw us approaching and spun her two offspring round to see us with the words "Regardez! C'est le Roi!"

Switzerland and West Germany were so wet that we retreated back into France and spent the rest of our holiday around Paris. Visiting the palace at Versailles we were not able to get back into the car, which was surrounded by swarms of Japanese tourists fighting to photograph one another in various poses on and around the "Lolls-a-Loyce".

Since that time the car has been in regular use. As we now have a ten month old second son in the family it is the only car into which we can all fit, together with the essential paraphernalia which seems to accompany us. We revisited Scotland in the car last year, and joined the club Border Tour on the visit to Mellerstain. This year we motored to North Wales. I find the most exasperating thing about a fabric body is trying to keep it clean. It really needs boot-polishing about once a month which can take up to three evenings apart from cleaning the rest of the car. Comments from the uninitiated still cause amusement. Perhaps the best came from a group of young motor cycle lads. "Cor look, some nit's covered his in Fablon."

Double Event

Shuttleworth - Skew Bridge Ski Club - August 21st/22nd, 1971

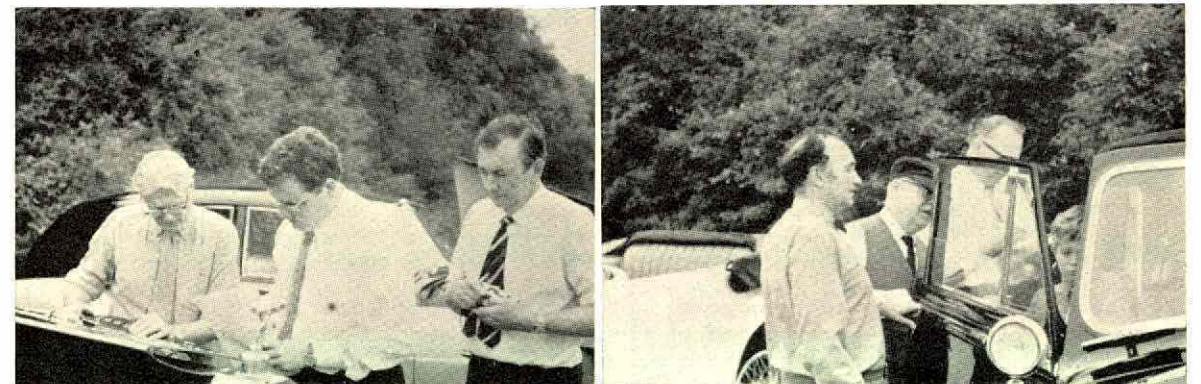
Old Warden aerodrome, near Biggleswade in Bedfordshire, was the venue for the August meeting, where members were able to see the remarkable collection of vintage aeroplanes known as the Shuttleworth collection. The Shuttleworth trust was formed by Mrs. Shuttleworth after World War II in memory of her son Richard Ormonde Shuttleworth, who was killed flying in the R.A.F. He was a great flying and motoring enthusiast and had collected many of the exhibits himself. The collection was later expanded and now contains every aeroplane in this country which dates before 1926 and is still flying—it is also the largest museum of its kind in the world. Rolls-Royce engined types include the Hurricane and Spitfire, and Rolls-Royce engines shown are the 275 hp V 12 Falcon of 1919, the 100 h.p. straight six Hawk of 1915, and the world famous 1030 h.p. 34 litre V12 Merlin which powered the Hurricane, Spitfire, Lancaster, Mosquito, Defiant and many more Second World War Aircraft.

The Hucks Starter caused a great deal of interest. This device used the chassis of a Model T Ford on which was mounted a superstructure carrying a shaft pointing forward, the end of which engaged with the propeller boss of the aeroplane to be started. The shaft is chain driven by the engine of the Model T and after one or two revolutions the engine usually starts. The Hucks Starter is still used to start the Rolls-Royce Falcon engine of the Bristol Fighter on Flying Days at Old Warden.

The next day thirty members with a dozen cars gathered at Skew Bridge Water Ski Club in fine warm weather. The day was eminently 'ski-able' and there was activity on the water during the morning and afternoon, and considerable arm-raising activity in the clubhouse bar at lunchtime. Members consumed their picnics in the grounds and after lunch a concours was held with all members present taking part in the judging. The cars were well presented as usual, and Fred Watson's Radley Alpine Ghost was looking particularly fine. John Oldham was over from Jersey with his PII Victoria Coupé, David Berry from the north with his PII, Henry Wilkins, the Taylor family with the State Wraith and the white Twenty, D. F. Wills from Stanmore with his Twenty Landaulette and Claude Curtis from Surrey with his S.C. I.

While members were judging the cars themselves, Mrs. Wills, the wife of the proprietor of the Club, was asked to select the Most Desirable Car, which she did with the assistance of her daughters, and then she very kindly presented the prizes.

Most Desirable Car	D. F. Wills	20 Landaulette
1st Concours	C. J. Curtis	S.C. I Standard Body
2nd Concours	W. D. N. Berry	P.II Barker Saloon



RICHARD COLTON

AN EXHAUST MANIFOLD PAINT called "Hot Paint 1200 degree range" can be purchased from "Ram Research Ltd.," 76 Beckenham Road, Kent.

Made in various colours, it is applied with a brush, either one or two coats. To stove bake you just run the engine. It is very expensive but it is quite a temperature to withstand.

K. L. ROSSI

"It's Cheaper by Rolls . . ."

GEN 45, my 1929 Twenty, cost £200 in 1949. Today, her agreed insurance value is £2,000. Her mileage from 1949 to 1968 was 84,750, and her upkeep during that period cost something in the region of £1,000. At present prices the repairs would probably cost £1,500. So GEN is now worth £1,800 more than 21 years ago and has cost her owner in maintenance something like £50 a year. In fact she has not only been cheap to run and highly reliable, she has actually made a profit! Here is the list of the work done to her since 1949:



1949	July	New Dunlops on front.	97,000
1950	Jan.	Rebore—pistons—gudgeon pins—big ends—valve guides. Mains let up—Pivot pins and bushes. Front brakes and servo relined.	99,461
	Aug.	New Michelins on rear, new Dunlop on spare.	101,500
1952	April	New Battery.	
	May	New Michelins on front.	108,040
1953	Dec.	Clutch relined.	115,080
1954	Jan.	Body re-covered. Dunlop remould on o/s rear.	115,110
	April	Servo relined. New Exide battery.	115,876
	May	Michelin remould on n/s front.	115,908
	Sept.	Dunlop remould on n/s rear.	117,870
	Nov.	Bottom decarbonisation. New Wellworthy piston rings.	118,670
1956	July	New Michelins on rear. New Dunlop on n/s front.	126,107
1957	June	Top decarbonisation. One new Exhaust valve.	128,775
1958	Nov.	New battery.	
	Dec.	New rear axle pinion thrust race.	138,388
1959	April	New Michelins on front.	139,354
	May	Top decarbonisation. Rear foot brake relined.	139,758
1960	Feb.	New Michelins on rear.	144,721
1960	Nov. to	Engine rebuild. Block sleeved 15/1000. New radiator matrix. Crank-	
1961	April	shaft reground. Minor coachwork renovations.	150,219
1963	Sept.	New Michelins on rear: old ones on front.	162,407
1964	Jan.	Top decarbonisation.	163,163
	Nov.	New battery.	166,853
1966	March	New Michelins on rear: old ones on front.	171,827
1967	April	Wings and bonnet painted. New Swan neck.	176,520
1968	Jan.	Propeller shaft and rear axle overhaul. New wheel drivers. New rear silencer. Manifolds repaired.	179,399
	Nov.	New Dagenite battery.	181,741
1971	March	New H.T. leads. New radiator hose connections.	186,623

I do all my own greasing—in three stages, taking half a day for the front, half for the middle and half for the rear. This includes cleaning, of which there is plenty. I have always used grease and not oil in the grease gun—unorthodox I know, but so much cleaner. For the first fourteen years it was our only car, used for all purposes including my wife's shopping. The next four years for everyday station work. Our journeys have included Italy, Austria, Germany, Holland, Denmark and half a dozen trips to Scotland. Oil in sump is changed every 2,000 miles.

Mileage now 186,000. Three involuntary stops only; one cured itself (in Austria, seized rear brake operating shaft, from the rod to the brake drums—quite a common occurrence on both 20's and 25's) and the other two with a bit of self help.

Last summer we spent 2½ weeks in North Wales, doing about 1,250 miles and averaging 19 mpg., oil consumption about 1,000 miles to the gallon, but since putting in S.T.P., consumption has been almost halved.

HUGH KELLER

Three Years Hard PART II

THE GHOST GETS AMERICAN COMPETITION

It is rather lucky that I prefaced my article in the last issue of the Record on the rebuild of "756" with an explanation as to how I always try to go bald-headed to acquire any really exceptional car that comes on the market in the belief that getting the cars you want to keep must be completed before they go out of reach for ever. Reconditioning any of them that need it can come later if necessary.

An opportunity in America to buy one of the six 80 h.p. Mors cars built for the Paris-Vienna race of 1902 has been my downfall, and I have to admit that I am now further along with the rebuild of this than the Ghost! The Mors is a very easy rebuild project compared with the Ghost, and as I have a Phantom I in rude health to give me Rolls motoring, I gave in to the temptation to have the chance of blasting up Prescott next year in the Edwardian racing class.

I remember being told by an old hand never to write a rebuild article until the car has been finished, and now I know why!

PLEASANT SURPRISES

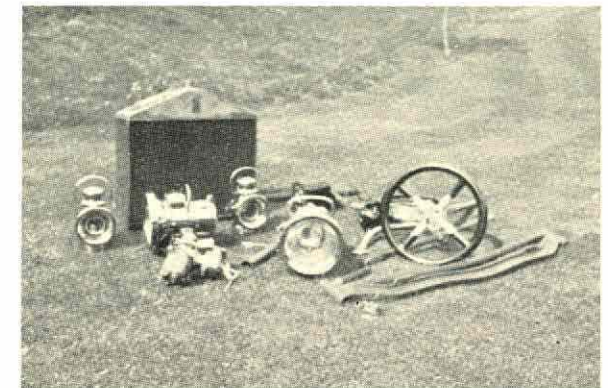
Not everything has been static though by any means. The chassis, front axle and track rod are now home from Blakers, and in addition to doing the necessary straightening work they welded up the multitude of surplus holes that had been drilled in the frame over the years. All this work for a total cost of £20 including collection and delivery seemed outstanding value to me. I was particularly keen to avoid spare holes being left in the chassis as few things look worse to me on a completed car. I expect I have gone too far and got rid of some that will be wanted eventually, but I will just have to drill them out again.

My second nice surprise was over the radiator. My aircraft engineer contact completely dismantled it, straightened it all and reassembled. It sounds easy put like that but there must be few engineers both able and prepared to tackle such a job. Nor was it expensive. To have been able to keep the original gilled tube core I regard as a major success after having been told by the professionals that it could not be successfully done.

I had it buffed afterwards as so many years of exposure had left the brass like orange peel. The resultant finish was very pleasing, but not so the dent it returned with in one side plate. This will mean further work, but is not serious.

GATHERING THE BITS AND PIECES

I have been able to arrange some mutually beneficial exchanges of spares with a friend in South Africa, and now have the missing governor tower and oil pump, which is a relief. I have at last got on to the trail of a pair of transmission brake shoes and hope to have secured them soon. Knowing how unlikely I was to find some of the parts missing that were particular to pre-war Ghosts, I determined not to waste time but to get some made. With the value that some people attach to any spares they have, it can often be no more expensive to manufacture. At least one knows that there will be no wear.



Some of the bits and pieces

I was able to borrow a complete prop shaft, rear universal joint and the intricate aluminium cover for the front one, and these have been copied exactly. Quite a big job of course, but they have been most beautifully done, and had I been offered originals at the same price I would have had to buy them and I would inevitably have suffered worn blocks which would have needed expensive attention if transmission clonks were to be avoided.

The magneto looked just like a lump of oily rust, so it was packed straight off to be re-wound and rebuilt throughout. I am a great believer in rewinding old armatures. Failure of the insulating shellac can jam the instrument completely, and one risks stripping the fibre gears or worse. When it is realised that shellac deteriorates with age, it can only be foolish to try to run on old windings, even if a healthy spark is available. There are not many people still prepared to rewind, and it will be much more difficult to get this sort of work done in a few years time. I try to get a spare magneto for each of my cars and to have them rebuilt

and put on one side. These can still be bought quite reasonably, and I am surprised that more people don't do the same.

At last the pile of reconditioned bits is getting larger than that of the remainder.

FILLING AND BLASTING

Although the car has stood without the protection of bonnet or complete bodywork in the open for many years, rusting was restricted to upper surfaces of the chassis, and even then was very localised. The rear side dumb iron was slightly pitted, and three cross members more severely. These were the front tubular member carrying the headlamp mounts and the two rear pressed members, but there was no question of structural weakening to a degree sufficient to cause concern, and I felt justified in deciding to use a filler.

Having had experience of normal cellulose fillers, I wanted to try something different. These products are normally air drying, so that if applied too deep never set hard. I was advised to use a modern resin filler which hardens chemically with the production of heat once the catalyst has been mixed in. This not only gets round that particular problem, but has the bonus of very fast curing with no risk of shrinkage. One is able to file or grind it within half an hour of application, and a morning's work on the tubular member allowed me to progress from a surface like that of the moon to an undercoated perfectly contoured bar without any difficulty. I found

it not so easy to re-cover flat surfaces, and I was still not happy with the chassis side member when I was interrupted by the arrival of the Mors.

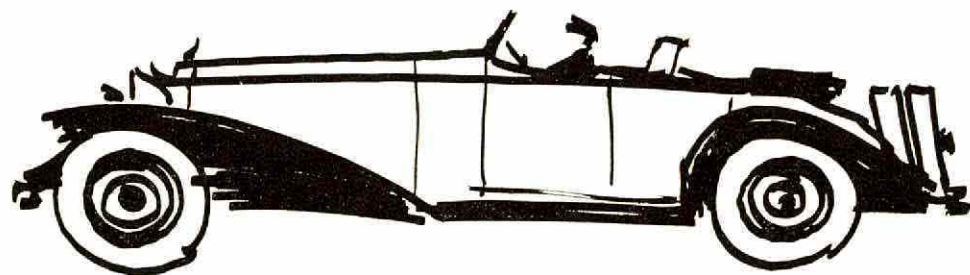
I was intending to do the gearbox myself as it only needs new races and a good clean, but with time pressing and work mounting up I decided to farm it out. A useful tip I have been given concerns the cleaning of aluminium castings such as crankcases and gearbox shells etc. where years of heating and soaking in oil have left them ingrained with filth that will not readily respond to normal cleaning methods. It would seem that the answer is "Vapour Blasting". It is not so harsh as sand or shot blasting and, so I am told, consists of a mixture of steam and solvent with a mild abrasive which produces a fine satin-like finish. Not being much of a one for polished surfaces where none was seen originally, it sounds perfect for me. I hope to be able to give a report when I next write.

I was lucky enough to be asked to take the Phantom I to Le Touquet last August with four other cars. Apart from the fabulous time we were given, I was able to inspect the Company Silver Ghost at real leisure, and consequently learned a lot. This was particularly useful, as, other than the rear springing and the carburation, the cars are very similar.

If I can get near her standard of finish I will be more than satisfied.

(To be continued)

BILL LAKE



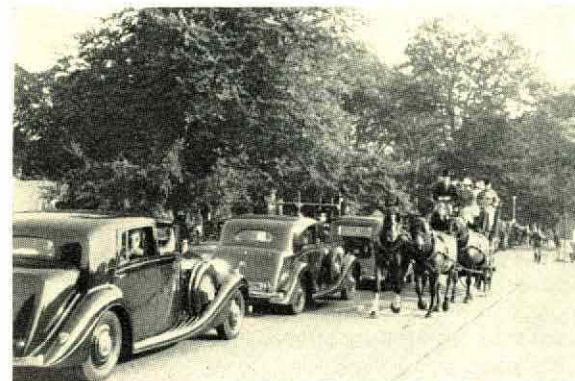
OUT OF BREATH: I once had a mysterious problem with my 25/30 which caused me no small amount of embarrassment. I noticed that the engine was gradually becoming smothered in oil which seemed to be leaking from every conceivable place. After cleaning the engine down several times and looking in all sorts of places for the cause of the trouble, I eventually found that the bottom end of the engine sump breather pipe which projects below the engine was completely blocked with mud, which was, of course, allowing pressure to build up in the crankcase.

The moral, then, if you have a 25/30, is to inspect regularly the lower end of the breather if this trouble is to be avoided.

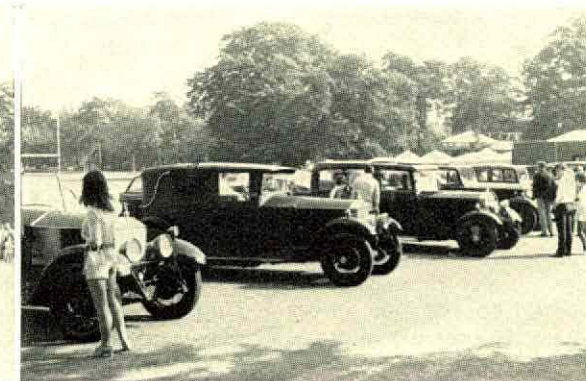
LEONARD TAYLOR

The Camberley Horse Show

September 18th, 1971



A study in stateliness



Horse-Power and Hot Pants

This is one of the pleasantest of Club events, and many of us wish that it could be every year, instead of every other year. Nonetheless the Club can take pride in being asked regularly for so long to take part in what has become one of the biggest events of its kind in the country. Certainly our cars always attract much flattering attention.

As in 1969, we were blessed with blue skies and a gentle breeze, and the scene was already animated and colourful as our motor cars arrived one by one and drew up in a double line near the rings. Somebody had found the Club banner and hung it between a pair of poles, where it proudly declared our presence. Not far away was a new attraction in the form of a giant merry-go-round, which proved a source of great delight among some of the younger members of our party. Indeed, what with a funfair, and coaches (real ones, that is, with horses and people sitting on the roof) and foxhounds and beagles and boat rides and donkey rides and a hot air balloon, it was easy to forget that this was a show-jumping competition. But those strong-minded enough to find their way to the rings despite the distractions were rewarded by some most impressive and professional jumping.

Another novelty this year was a breath of German competition in the form of a parade of BMW cars run in conjunction with the coaching marathon. Very sleek and smart they looked too, and perhaps for our next parade round the ring the Company might produce a Corniche as a co-opted member of the Club just to show what it can do now, as well as in the past.

In addition to enjoying the RMA's hospitality we had as usual the further pleasure of an opportunity to show off our cars in a parade around the main ring. We gave the spectators their money's worth with a very representative selection of models ranging from the President's 1911 Silver Ghost to the Silver Wraiths. There were bursts of warm applause from the spectators as we slowly circled the ring to the accompaniment of an excellent loudspeaker commentary by Lenox Jamieson, who had gone to a great deal of trouble in advance to get some "personal" details about each car. Lenox had his reward by winning the RMA Motor Sports Club's prize, with his splendid 1924 Silver Ghost, in the Concours d'Etat which they always organise on these occasions. He was presented with a framed water-colour of the Academy buildings.

Our moment of glory over, one by one we took our leave, wending our way through the leafy lanes of the Sandhurst grounds towards the dreaded A30 and keeping a careful eye open for the deadly roadway ramps which have recently been installed to keep down speeding. Our thanks are due again to the RMA for their hospitality and for their organisation. I am sure we are all looking forward to 1973.

DAVID HELLINGS

REFLECT ON THIS: So high have the Club's standards become that we hear of one distinguished member who insists that his friends do not come too near his car as their reflections in the coachwork mar its appearance.

Visit to the Chailey Heritage

September 19th, 1971

The day after the Camberley Horse Show, some of us underwent a rather different experience. We foregathered with our old friends of the Disabled Drivers' Motor Club on the playing fields of the Chailey Heritage, which command (if we had only had time to look at it) a wonderful view of the Sussex Weald. The Heritage, we knew, is a combined residential school and hospital for severely handicapped children, many of them sufferers from spina bifida or the effects of thalidomide, and we went prepared to be very gentle and kind to these poor shy little victims. We found—we were all agreed—the toughest lot of high-spirited ruffians we have so far encountered. Fred Watson had very nobly brought his limousine, and within minutes of its being parked it was full to bursting with little grey-clad figures. To a slightly lesser degree, all the other cars received the same attention. Horns were blown, radiator shutters went up and down, hand throttles were opened and closed; the general impression was of a swarm of energetic children suddenly admitted to Paradise.

Of course they all wanted rides; most got several and some a good deal more than their fair share. The drivers of the open cars worked almost non-stop, and Lenox Harvey-Jamieson was seen at one point walking beside his Ghost while one of the boys sat in the driver's seat "steering".

Somehow out of this instant chaos the organisers contrived to get the driving tests under way, and many of our own drivers competed with the doubtful assistance of a full car-load of children. We did an ingenious slow-fast test combined with reversing into a garage, a traditional parking test, judging of car width and judging of turning circle; all reasonably fair for the very different types of car. This was our fourth contest with the D.D.M.C., and also, sad to say, our fourth defeat. This time our opponents took the first two places, Lionel Ford in a Wolseley 1100 and George Austin in a Mini. George Frost, driving David Hellings' Twenty, saved our reputation by coming in third.

An excellent and very welcome tea was now provided by the Heritage, though many stalwarts were still giving rides to apparently insatiable children. The sun was getting low, but it seemed impossible to tear ourselves away from our eager hosts.

Dr. Quibell, the Medical Administrator and a man of great eminence in his field, had been with us all the afternoon, keeping his flock under control and heaving them in and out of their wheel-chairs. He now very kindly presented the prizes and thanked us all for coming. We on our part felt very grateful indeed for his hospitality and for an exhilarating, if exhausting, experience; it was all great fun.

We had two "interested parties" with us that day; both had open cars and both worked unceasingly. We hope they enjoyed it, and must assure them that some of our events are rather more dignified.

DOROTHY HELLINGS

CHAILEY HERITAGE DRIVING TEST RESULTS

Driver	Car	Slow-fast	Parking	Width	Turning Circle	Total penalties
G. Frost	Twenty	33	52	16½	28	129½
L. H. Jamieson	S.G.	51	20	60	25	156
P. Hoppé	20/25	22	98½	3	50	173½
J. B. von der Becke	Twenty	46	62½	15½	50	174
R. D. Dale	20/25	43	90	11½	50	194½
W. F. Watson	S.G.	107	76	8	12	203
P. Francis	25/30	38	121	20	36	215
J. I. Yates	Wraith	85	74	25	50	234
Dorothy Hellings	Twenty	96	80	30	50	256
R. M. Harrison	20/25	104	102	6½	50	262½

NEWS FROM CREWE: Extract from a letter from a Rolls-Royce executive in Crewe to one of the Record's co-editors. "Rolls-Royce Silver Wraith Chassis WVA 81. Concerning the sump spanner you require we would suggest you contact our distributors Rippon Bros. of Viaduct Street, Huddersfield, who are now sole concessionaires for all pre-war Rolls-Royce spare parts."

Well, well well! And to think that all this time we have been under the impression that the 1,783 Silver Wraiths produced by Rolls-Royce were all built between 1947 and 1959.



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

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.
 Co-opted: R. W. Colton; P. Taylor.

SUB-COMMITTEE FOR EVENTS

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

OTHER OFFICERS

Historian and Librarian: R. O. Barnard
 Trophies: C. J. Curtis
 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

GOODMAN, Mr. and Mrs. B. K., The Chalet, 8 Pilgrims Way, Reigate, Surrey. Tel: 48997.
 SG 1911 1779 R 1097 Landaulette Barker

CHANGES OF ADDRESS

BURCHMORE, R. O., 20 Comford Way, Highcliffe, Christchurch, Hants.
 DOREY, R. N., Cardeston, Chester Avenue, Whitchurch, Salop. Tel: 3348.
 GODFREY-GILBERT, Mr. and Mrs. J., 1-3 The Broadway, Wimbledon, S.W.19.
 HELLINGS, Mr. and Mrs. F., Sleekstone, Broadhaven, Haverfordwest, Pembrokeshire. Tel: B'haven 201.
 NEVE, K., The Pinfold, Ashton-by-Budworth, Northwich, Cheshire, CW9 6LX. Tel: Arley 350.

FUTURE EVENTS, 1972

Saturday, January 29th	Dinner-Dance: Hyde Park Hotel.
Saturday, April 29th	Bath: Sir Edwin Leather's Y.M.C.A. Festival.
Sunday, April 30th	Spring Luncheon.
Sunday, May 14th	Concours d'Etat.
Sunday, June 4th	Charity Event.
Sunday, July 2nd	Driving Tests.
Saturday, August 12th and Sunday, August 13th	Donington Park, Derbyshire. (Wheatcroft Racing Cars).
Thursday, September 14th to Monday, September 18th	Brittany: Short Tour.
Saturday, October 21st	Autumn Luncheon.

Members who wish to cancel their entries for meetings and events cannot obtain refunds of their entry money unless notice of cancellation is received 48 hours before the event.

The Irish Tour: A Happy Hangover



Stout-hearted members of the 20-Guinness Club break off from drinking in the beauties of Ireland to pose before their club house.