



THE 20-GHOST CLUB RECORD

Vol 13 No 1 1972



FROM THE WEALD OF KENT TO THE HOLY CITY—GAR 21

CONTENTS

Just for the Record	1
Members Write	2
Club Cars in U.S. "Walk"	3
Annual General Meeting	4
To the "Med", the "Dead" and the "Red"	5
A Spring Clean for your Rolls	8
The Great "Tomato Ketchup" Mystery	11
Annual Dinner Dance	13
Trophy Results	14
Joyce's Choice	16
Members' Cars Described—No. 10	18
Membership	20
Officers and Committee	21
Future Events	Back cover

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

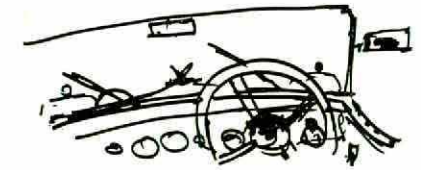
* * * * *

THE DINNER DANCE: An Impression by George Frost



COVER PICTURE: Anthony Heathcote's 25/30 on one of the heights overlooking Jerusalem

Just for THE RECORD



It is with very great pleasure that we welcome Lt.-Col. Harding-Rolls as the new President of the 20-Ghost Club. His interest in its activities has always been close, and many of us have grateful recollections of hospitable occasions at his beautiful home near Monmouth. He and his charming wife have always made members most welcome.

All of us must be grateful to Fred Watson, our outgoing President, who has held the office with such distinction; but to handle three major appointments for any greater length of time was asking too much of anyone. It is surely a good thing that Fred's energy, ability and long experience can now be channelled exclusively on the joint tasks of Secretary and Treasurer, sufficiently exacting in themselves.

Members who have enjoyed reading Bill Lake's articles on the re-building of his Silver Ghost 60756 may recall that with his purchase of a Mors car built for the Paris-Vienna race of 1902, he had to admit that his work on the Ghost had temporarily taken second place. Bill has therefore not been able to contribute a third article on his Ghost for this issue. However, he has written us a letter about his work on the Mors, and this is so interesting that we are very glad to publish it in full in our diminutive correspondence section. To add to his already complicated life, he reveals that he has also acquired yet another Ghost!

We are indebted to Jerry Howell for a copy of the R.R.O.C. Directory and Register for 1971/72, a massive 525 page handbook full of information for which Jerry, as the Editor of the Directory, and Horton Schoellkopf as Editor of the Register deserve the utmost credit. The amount of work involved must have been enormous.

The Directory lists all Rolls-Royces and Bentleys owned by members of the R.R.O.C., plus all pre-1940 cars known to be in the U.S.A. in the last five years, and certain others of more than usual interest. No totals are given, but from a rough estimate one would assume that the membership of the R.R.O.C. stands at something like 3,250, with about 400 foreign members.

From the Register, which lists all cars by chassis number, engine number, coachwork and owner, it would appear that there are well over 5,000 Rolls-Royces and Bentley's now in the United States.

As an indication of the immense scale on which the R.R.O.C. is conducted, there are no less than 25 Regional Chairmen, and 15 Committee Chairmen who are in charge of specific aspects of the Club's activities such as legal, finance and insurance. There is even a Committee Chairman to look after grievances!

Members in technical trouble have no less than 19 regional representatives to help them, and after that can fall back on 25 national consultants, each a specialist in a particular model. All models are covered, as also coachwork, woodwork, oils, fuels and tyres.

A section of outstanding interest is a manual of instructions for judges at meetings. The rights and wrongs, whys and wherefores of judging have of course been discussed and argued about for years in this country. This American set of rules, for which we understand John de Campi is largely responsible, is an absolute model of lucidity, comprehensiveness and general commonsense. It would really seem to be the final definitive exposition of the rules and standards to govern this complicated and sensitive aspect of a car club's activities.

The section on membership is interesting in that there is no question of owning a proper car, paying your money and automatically becoming a member of the R.R.O.C.; a candidate has to be sponsored by a member, who must assume full responsibility for his good character and genuine interest in the objectives of the Club. The Membership Council not only checks the application of the candidate but also the credentials of his sponsor before approving membership.

We dip our headlights in salute to this extremely impressive production.

On page 8 we publish an article kindly contributed by Victor "Ludorum" Hodgson, winner of countless competition cups, on how to prepare your car for a concours. Every detail is dealt with, and there is just time for members to get down to things before the season really opens. With the article we reproduce a picture of his prize-winning car taken outside Brae Cottage, Knutsford, which was built in 1898 for Henry Royce.

In our account of the Annual General Meeting on page 4 there will be found a reference to the American Museum at Claverton Manor, near Bath. Any American members contemplating a visit to these shores who are not acquainted with the Museum may be interested to learn that it contains complete furnished rooms brought across the Atlantic to illustrate the background to American domestic life from the late 17th to mid-19th centuries.

Exhibits include the arts of the American Indians, the Pennsylvania Germans and the Shakers, and also to be seen are a County Store, a Fire Equipment exhibit and a maritime display including river transport, sea battles, whaling and the China trade. In the grounds are a folk Art Gallery, a replica of George Washington's flower garden, a Conestoga Wagon, a Colonial Herb Garden and Herb Shop, and an Observation Platform from an American train. A real home from home in fact.

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

Members write...

The Mors the Merrier From Bill Lake:

The Mors rebuild is progressing to schedule and if nothing ghastly happens I still hope to finish her during the summer some time. We have had some rather frightening discoveries like three of the four aluminium crankcase mounting feet being cracked, and there being a large hole in the top of one cast iron piston with a bronze patch riveted over it! But as we find 'em we fix 'em, and nothing has stumped us yet.

It is not often realised how close Rolls was to the Mors racing cars. He owned several of them and actually drove one of the six cars, of which mine is one, in the Paris-Vienna race in 1902. Sad to relate he crashed badly on the first stage, due, it is said, to a burst tyre. The car was probably written off so he must have been lucky to escape serious injury. I would like to be able to say that it must have been due to the robustness of the car that he was saved, but it just is not so. One imagines the racers of that time as being mammoth machines with their ten and more litre engines. In fact they were as small and light as they could possibly make them to safely carry a fairly heavy engine producing up to 60 b.h.p., and the skinny wooden chassis frame can have done little to slow progress towards the tree he apparently assaulted.

My car is probably that driven by Baron de Caters, which is nice because it was the only large Mors to complete the course. They were certainly the fastest cars in the race—witness their holding the flying kilometer land speed record in 1902 at just over 78 m.p.h.—but succumbed to various maladies. Their first line car, driven by Fournier, was nominated to represent France in the Gordon Bennett section of the race and set a scorching pace along the straight French roads, covering the first 87½ miles in 80 minutes, an average speed that would not be a disgrace today.

The car was subsequently bought by Rolls, who used it in competitions in England. It was completely burnt out some while later after having been converted into a touring car. It must have been a pig to use on a frosty morning; starting an engine of that size with low tension ignition and no ignition retard must have been highly dangerous. Admittedly there was a "half compression" lever which lifted all the exhaust valves a

little, but it sounds extremely dangerous to me; not like a Ghost where you never need swing her with ignition "on".

My rebuild list is stretching further into the distance now that I have just got a 1920 Ghost with most unusual William Arnold coupé bodywork needing a little loving care and attention, which I shall try to give it after 60756.

If any members are out my way at a weekend they would be most welcome to call in and have a look round.

Oil Versus Grease From Leonard Taylor:

I was most interested in Hugh Keller's article in the current issue of "The Record", but I do hope none of our members will be tempted to emulate him in the use of grease for chassis lubrication of their Rolls-Royces, for exactly the same conditions apply as I mentioned in my note about road springs, namely that when two metal parts make contact, the grease is squeezed out never to return. Furthermore, after several years, the majority of greases change their consistence and become hard clay-like substances entirely devoid of any lubricating powers. Admittedly in the case of the spring-loaded steering joints even when badly worn no slackness should ensue, however, the beautifully polished cups and balls of these units would become very badly scored if grease is used, after which they would merely grind themselves to destruction. This may not happen for many thousands of miles, but in the case of Rolls-Royce cars which we are all most anxious to preserve, surely we must do everything in our power to make the various lubricating points last as long as possible?

Driving Test Idea From Nicholas and Andrew Taylor:

We have been giving some thought to the arrangement of classes in the Driving Tests. Could consideration be given to the formation of a "Championship" class? This system is already in operation for the Concours d'Etat, i.e. winners compete among themselves. Perhaps other members would care to comment.



Club Cars in U.S. "Christmas Walk"

Two members of the 20-Ghost Club in the Washington, D.C. area responded with typical enthusiasm to the plea of a third member for "proper transportation for the participants" in a pre-Christmas benefit parade in Alexandria, Virginia.



Jerry Howell with Lucia, Queen of Lights, in the parade, in his 1937 25/30 Gurney Nutting, GLP 17.

in theme and honoured the Saint Andrew's Society and the city's Scottish rounders.

His Excellency, Her Majesty's Ambassador to the United States and the Countess of Cromer were patrons of the event, but were not able to attend. They were represented, however, by Her Majesty's Minister and Mrs. Donald C. Tebbit. Other guests from the British Embassy that were also in attendance included Mr. and Mrs. David Burns, First Secretary; Mr. and Mrs. David de Boinville and Mr. and Mrs. Donald Cape.

GINNY AMES was Chairman of the Walk.

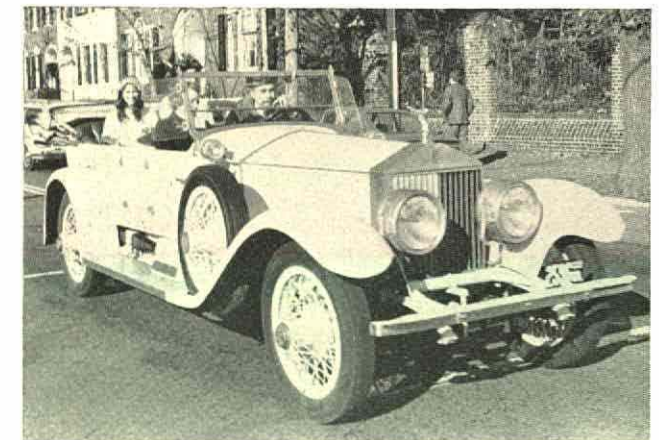
ROBERT H. AMES



To the skirl of pipes, Ginny Ames, Chairman of the Christmas Walk, alights from her 20/25 to discuss details with the Vice-President of the St. Andrew's Society.

Jerry Howell of Chevy Chase, Maryland, came with his beautiful 1937 25/30 Gurney Nutting Sedan de Ville (GLP 17) . . . and Frank Hand of Herndon, Virginia, came with his gorgeous 1925 Silver Ghost Tourer (S305 RK) with Rolls-Royce custom coachwork . . . at the request of Bob Ames and his wife Virginia, owners of a 1936/7 20/25 James Young Sports Saloon (GTK 59) with parallel-hinged doors.

The occasion was the Annual Christmas Walk, a benefit programme for the Young Women's Christian Association of Alexandria, Virginia, which was Scottish



Frank Hand with Mrs. George F. Galland, President of the Y.W.C.A. of Alexandria, and the attendants of the Queen of Lights. The car is Frank's S.G. Pall Mall Tourer, S305 RK.

Annual General Meeting

Tuesday, December 7th, 1971

The election of Lt.-Col. J. C. E. Harding-Rolls, M.C., as the new President of the Club in succession to Fred Watson was the main item of an otherwise uneventful meeting. His election, proposed by Frank Hellings and seconded by Dick Honnywill, was greeted with general acclaim. Tributes were paid to the immense support he had given the Club, and warmest thanks were expressed to Fred Watson who had filled the office in such an exemplary manner for so many years and was now stepping down, though continuing to act as Secretary and Treasurer.

Amendments to the rules to permit an Honorary Member to become President, and to allow of three committee members yearly, instead of two, to become due for re-election were passed, and the year's accounts were approved and adopted with a vote of thanks to the honorary auditor, Cecil Chapman.

Three members left the Committee: Bill Cook, who was due for, but did not seek, re-election, spoke warmly of the pleasure he had had in serving on the Committee for twenty years; Dorothy Hellings, who is resigning following the retirement of Frank to Wales; and Ian Munro, who also did not seek re-election but as Co-Editor of the Record will continue to attend Committee meetings as an observer. In their places Phil Taylor and Dick Colton, the new Chairman of the Events Committee, were unanimously elected.

Under "Any Other Business" Dick Honnywill raised the question of a West Country meeting in 1972. He was assured that this part of the country was not being forgotten, and indeed the Club would be represented at the Bath Y.M.C.A. Festival. It was hoped also to organise a long week-end in that area, including a visit to the American Museum in Claverton Manor to see the Steuben glass vase presented by David Stockwell to the Club during the visit to the U.S.A. in 1969.

Tommy Lund expressed dismay at the statement in the Chairman's report that Ian and Melanie Munro planned to cease editing the Record at the end of 1972. He remarked on how beautifully prepared it was, and how valued it was by those who could not attend many meetings. He hoped that they could be persuaded to continue to produce this important link between Club members.

Harry Fergusson-Wood asked what progress had been made about a new Club tie, and Dick Colton stated that he was in touch with a manufacturer, and it was hoped shortly to produce a new and more popular design.

This concluded the meeting, one of the least discursive on record, and conducted with such despatch and brevity that one felt that an R.M.A. driving test timekeeper might have been standing at the back of the room with a stop-watch in his hand totting up penalty points for each speaker.

A WORTHY CAUSE

On Sunday, May 14th, a Pageant of Motoring in aid of the Seven Springs Cheshire Home is once again being held at Penshurst Place, near Tonbridge, Kent. This is the fifth of its kind to be held there, and so far over £7,000 has been raised for Seven Springs thanks to the widespread support given to this imaginative venture.

A visit to this spectacular get-together of fine machinery, which includes Veteran, Vintage, PVT, Classic, Historic Commercial, Steam and Horse Drawn Vehicles and motor cycles, is a highly rewarding way of spending a Sunday afternoon in May. Those for whom things mechanical have relatively little interest have an alternative attraction in the exquisite Penshurst Place, with its 12th-century Great Hall.

Full particulars can be obtained from Col. E. B. Barrass, Lincroft, Montacute Road, Tunbridge Wells, Kent.

To the "Med", the "Dead" and the "Red" with GAR 21



Crossing the Alps

A smooth crossing brought us to Ostend from Dover in the early part of April last year. We took the motorway to Brussels and the Grande Place, where we parked illegally with the help of a local traffic warden. After an excellent lunch we drove on to the very attractive Hotel des Vannes at Liverdun, near Nancy. Here, overlooking the beautiful valley of the Moselle, we spent the first night of our long-planned journey to the Middle East.

The next day we had an attractive run across country to the Hostellerie Anglaise at Monts de Vaux near Poligny in the foothills of the Jura Mountains; then on through Mont Blanc tunnel to Aosta and the Italian motorways. The further we went, the more interest and curiosity GAR 21 aroused. We had many admiring glances and even clapping from passing motorists all the way to Ancona, our port of embarkation. A Greek ship—the wrong one—waited to take us to Patras. The laws of libel prevent any description of the ship or its crew, except to say that the expression "all ship-shape and Bristol fashion" would be totally unsuitable! It was this ship which later caught fire at sea, involving much criticism of the behaviour of the captain and crew. However, on this occasion we arrived safely at Patras to take the road along the Gulf of Corinth, stopping for a while to watch the ships passing through the near vertical-sided canal, from our vantage point on the bridge.

Naturally, once in Athens, we had to spend the ritual two days sightseeing; perhaps our last evening, at the Bay of Tourkolimano, was the most memorable part of our visit. Then it was time to board the ferry Lindos at Piraeus,

which, although a reasonably fast vessel, had one distinct disadvantage: the car entrance in the ship's side was reached by two narrow independent H-shaped girders to a door that gave a clearance of only 6" on either side—shades of Sandhurst driving tests and without rubber bollards—and since we were too long to turn round inside the ship, we had to reverse out and re-enter each time we stopped to take on or disembark other cars!

THE PROMISED LAND

Via Crete and Rhodes, we finally made our landfall at Haifa early one morning. Clearing customs quickly, we set off eagerly for Jerusalem—not without severely disrupting the local Haifa traffic for, as the only Rolls-Royce in Israel, it was not surprising that drivers and passengers in other cars were keen to look and admire, then race ahead of us and turn to look again. Nevertheless, we made our getaway along the coast road, stopping for a dip at Nathanya, to arrive at the Damascus Gate around six that evening. The approach was an unforgettable experience, with the City walls turned the colour of honey by the setting sun, and the minarets and church towers standing out against the pale blue sky.

Since Easter had passed and the pilgrims had left and as yet it was too early for the full flood of tourists, the City had the naturalness that only the residents normally know, and to cap it all, we were lucky enough to meet the Mayor, Teddy Kollek. In the course of conversation we explained that we were staying with the Reverend Gardiner Scott (formerly in the 51st Division) at the Scottish Hospice; so it



Piraeus—going aboard

came about that we learned that he had served with Moshe Dayan and Brigadier Sir Bernard Fergusson in the Chindits in Burma. From then on he was our guide and companion. After photographing him sitting in and standing beside the Rolls, he insisted on taking us for a "tour". We wove our way through the narrow lanes round the perimeter of the City walls, stopping to inspect a newly restored synagogue (used for years as a Jordanian dumping ground) and ended up with a hair-raising drive the wrong way up a one-way street, while the Mayor waved reassurance to a perplexed traffic policewoman!

The Scottish Hospice is attached to the Kirk of Saint Andrew's and stands on a small hill facing Mount Zion. From it the Jaffa Gate is plainly seen by day and by night, lit up by the lights of the "son et lumière" of the Citadel and David's Tower. This show is beautifully presented twice nightly, with commentaries by famous actors; the first show is in English and the second in French, and hearing both caused me wry amusement at the slight but telling change of emphasis in the two versions. By seeing it, we got an excellent potted history of Jerusalem from Old Testament times right through to recent events.

In the grounds of St. Andrew's we parked GAR 21 under the Royal Coat of Arms of the British Consulate. There are two consulates in Jerusalem because as yet the new boundaries are not officially recognised after the six day's war. Walking the grounds we found that not only British tourists but also all the stray cats of the neighbourhood have found it to be a safe haven where they will be fed and looked after. By the grape-vine that cats have in Israel, they have obviously got the message, for we found the same thing in Tiberias.

Inside the kirk, the Communion table stands on a slab of stone from Iona, on which is inscribed: "In remembrance of the pious wish



The Mayor of Jerusalem

of King Robert Bruce that his heart should be buried in Jerusalem. Given by the citizens of Dunfermline and Melrose on the 6th Centenary of his death."

TEA FOR TWO

Across the Valley of Kidron stands the Mount of Olives and the Church of the Ascension. It is nearby that Our Lord is said to return on Judgement Day. We were told of an elderly English lady who goes to the spot every day with two deck chairs and a thermos so that she can "offer Our Lord a seat and a cup of tea after his tiring journey."

We had four days of sightseeing, which took in many impressive places, including the famous Dome of the Rock, unmistakable with its golden roof. Inside is the rock where Abraham was commanded to sacrifice his son; later, Mohammed was to make his mystical ascent from the same rock on his white horse, and leave behind the imprint of a hoof. Later still, it became a church called Templum Domini, guarded by the Knights of the Order of Templars whose power and influence spread from there to encompass most of Europe as they founded new orders and built circular churches, like the Temple Church in Fleet Street.

Other vivid and impressive places we saw included the silver-domed Mosque of El Aqsa, the Church of the Holy Sepulchre with its six practising communities (the Latin rite, Greek Orthodox, Copt, Syrian, Armenian Orthodox and Abyssinian), markets and bazaars, the fascinating Arab quarter, the Wailing Wall and the Via Dolorosa.

With Jerusalem behind us, we made out way south and east to the Dead Sea. Lying 1200 feet below sea level, it is the "full stop" of the River Jordan, from which it receives 6,000,000 tons of alluvial deposits every year. Because of the evaporation in a temperature of 120F. (in the shade!), the water has a content of



Halt for an Israeli patrol

25% minerals of which 7% is salt. It is a killer if swallowed, and normal swimming is impossible; but it does wonders for lots of people with creaking joints and the like. No birds, no fish and no vegetation are to be seen for miles around. Yet the only hotel, at which we had to stay, fed us sumptuously with fresh fruit and vegetables, poultry and meat (except pork); the only concession to local custom is that meat and dairy produce are not served at the same meal. The quantity and presentation were excellent and we enjoyed our stay.

Of course we had to see Masada, the fortress built by Herod, overlooking the Dead Sea, which has now become a National Shrine. In the year AD 73, this nearly impregnable rocky outcrop held out against the Romans for three years, until they built a huge ramp to bridge the valley. The defenders, knowing they were doomed, committed mass suicide rather than face slavery. Further along is Qumran where the arid air perfectly preserved the "Dead Sea Scrolls".

IN SIGHT OF SAUDI ARABIA

After two days we continued our journey south towards the Red Sea, 140 miles away, via Sidi Boker, the Kibbutz where Ben Gurion lives in retirement; through the Negev (Arabic for South); past Timna, the still-worked mines of King Solomon, to Eilat at the head of the Gulf of Akaba. This thriving seaport has been enlarged to handle all forms of shipping including the tankers bringing oil from Persia, yet it is only three miles from Jordanian territory.

After a few days rest we took to the road again, heading for Sharm el Sheik to the south. With the coast of Saudi Arabia in the background, we visited the Coral Island; here beautiful, deserted and soft-sanded beaches stand out from clear unpolluted waters.

The return journey was made roughly over the same route, north to Jericho where we dutifully blew our horn, but nothing came tumbling down! This small town, very Arab, has a definitely dead appearance, although very fertile with palm trees, orange groves and a semi-tropical climate, the Jordan supplying all the necessary water. Then we went further north along the Sea of Galilee to Tiberias; in ancient times there was a spa near the hot sulphur springs and Herod Antipas named the town in honour of the Emperor. The lake is delightful, and one can take a ship across to Ein Gev on the eastern side to dance, water ski and so on; on the north side the Mount of Beatitudes should not be missed, in the evening the waters turn deep blue and the mountains of Golan behind glow pink. Here more than anywhere else, I felt the nearness of the Gospel stories—as for instance at Tabgha, the site of the multiplication of the loaves and fishes.

FISH FINGERS

We stayed in the Scottish Hospice in Tiberias, with its delightful gardens and pre-war Highland atmosphere—temperance and high tea at 6.30! But there was real porridge for breakfast and great hospitality to humans and animals; once again, legions of stray cats outnumbering the pilgrims. I had to have a swim in the lake—quite pleasant, but rather a queer sensation as thousands of small fish surrounded me and they tickled! When I realised why they swarmed in such numbers at that spot, I made a rapid retreat and later refused to eat "St. Peter's fish" offered at every restaurant around the lake—only found at my bathing place and excellent I was told!

North through the Valley of Huleh, once a lake and on to Banias we went, through fertile reclaimed marshland and up to the snows of Mount Hermon where the Jordan



As low as you can get—the Dead Sea



GAR meets the Red Sea



The road to Sodom

starts—from 400 feet below sea level to 2000 feet above in twenty-five miles. Next day we turned west, reaching the Mediterranean again at Nahariya where we spent two days

waiting for our ship before embarking from Haifa for Cyprus three weeks after we had landed in Palestine.

At no time did GAR 21 give any trouble, whether over the Great St. Bernard or down on the shores of the Dead Sea. The only precautions I took, apart from ensuring that the engine was in good condition, were to back flush the radiator, to fit heavy duty inner tubes to all the tyres and to check the shackle pins of the front suspension; this last item is most important as I found the oilways completely blocked and the pins badly worn. I suspect that this may be so in many Rolls-Royces of this age and it results in unnecessary wear and an uncomfortable ride. Otherwise the large wheels and superb suspension of the car enables one to cover many a rough and boulder-strewn road that would defeat the majority of today's cars.

Pictures and story by ANTHONY HEATHCOTE

(To be continued)



A Spring Clean for Your Rolls

How to prepare for the Concours d'Etat

"First catch your hare . . .". So the first step taken by our club members is to catch a Rolls-Royce motor car and it is delightfully advantageous to secure one with bodywork in good taste, of high quality and somewhat out of the ordinary. It is eternally pleasant to possess something that is unique and unlikely to be copied by people who say: "I want one exactly like that".

Finding the right car might take time and patience, possibly making exchanges in the process. One might discover a treasure which has had little use and has been carefully nursed, or a potential winner might require complete restoration, but in any case the lines must be attractive; "one can't make a silk purse . . .". If one finds a Rolls-Royce motor which is in excellent condition, the price might seem rather high but, after the time and money involved in restoration are considered, it might not be exorbitant, particularly in these inflationary times. The alternative, for those mechanically inclined and with skilful hands, is to buy the run-down car and to restore it at home—a full spare-time and all-absorbing task which cannot be hurried. In this connection it seems wrong to decry replica bodies, even although they are less desirable than the originals; after all, the chassis are thereby preserved from dismantlement. Perhaps in due course we shall have a replica class.

ENGINE FIRST

Coming to the subject: If the car has just been completely restored, the only work required will be the final touches and polishing. In every case, however, the first essential is persistent maintenance. If the car is not constantly kept clean, quite regardless of the amount of use to which it is subjected, it will be difficult to prepare it properly within a reasonable time. Regular cleaning of the engine, the rest of the chassis and the bodywork takes comparatively little time and effort, whereas the restoration of a thoroughly grimy motor to a presentable state is a major job. We usually start, however, with a dirty state of affairs and it seems natural to clean the engine first. The air cleaner, carburettor, dynamo, oil filler, petrol pumps (or Autovac), coils, magneto, H.T. harness, water pump, control linkages and other impedimenta are removed; these and the whole of the engine, bulkhead, radiator, etc., are scraped and brushed where they are heavily coated with dirt. If the undershields are badly stained they will have to be removed for cleaning and polishing. The oil filler hole and the water port in the block are plugged and Gunk or a similar solvent is then brushed or sprayed overall, taking great care not to soak the electrical wiring, especially on the bulkhead; the solvent is carefully brushed into the crevices and corners of the aluminium castings, using a wire brush or small screwdriver where necessary, and painted surfaces are rubbed with smooth cotton rag (not with cotton waste because the tufts might get into places where they can cause damage). The solvent may be left to soak in overnight and then it is washed off with a hose, but a clean wet rag should be used on the bulkhead. The radiator matrix should be cleared by a strong jet of water sprayed from the engine side to remove dirt and insects. The stainless steel shutters can be cleaned with paraffin, but use no abrasives; scratched stainless steel must be repolished by specialists. The whole process will probably have to be repeated in the very dirty places. The parts that were removed are cleaned in the same way and the painted equipment stripped and repainted with black Valspar, which is moderately heat-resistant and can be wax polished. Nickel-plated or brass parts can be repolished with a buff or by hand. Chipped stove enamel on the block and head can be retouched with black Valspar, but if these parts are removed at any time it is well worth while to have them stove enamelled. Replace any defective wiring and, unless it is in very good condition, renew the whole of the H.T. wiring, taking care to use black copper-cored cable and not the modern carbon-cored material. The radiator header tank, sides and bottom should be repainted with Valspar and tyre paint can be used on the matrix. After the aluminium castings are cleaned they should be thinly coated with light oil. The exhaust will look better if it is coated with blacklead and polished with a brush, unless one prefers to have it sprayed with aluminium—but do not use aluminium paint. If the bulkhead is dull it can be brightened with a brass wire brush.

The rest of the chassis can be cleaned and renovated by the same processes at any time and one can sometimes persuade a garage owner to allow the use of a lift for that purpose on a Saturday afternoon; if it is swept clean afterwards the owner will not mind lending it again. In any case, clean the underside of the engine and the front axle before reassembling the parts in the engine compartment and waxing and polishing them; this is worth the effort and they are then more easily kept clean.

INTERIOR DECORATION

Remove the cushions and loose fittings from the body, brush the head lining, upholstery and carpets thoroughly, and vacuum clean the interior. The leatherwork is then cleaned with saddle soap or Solvol Autosol and treated with Connolly's Hide Food. Repairs to open seams may be made by restitching, or if they are inaccessible to a needle they can be cemented with Evostick. The carpets are easily cleaned with a domestic carpet cleaner and if the area where the driver's feet rest on the front carpet is badly worn, a leather patch of appropriate size may be sewn on if the rest of the carpet is good. If seat covers are fitted they may be dry cleaned, and if this is done whenever necessary they will last longer (those on the writer's car are believed to be nearly 35 years old). Renovation of the interior woodwork is best entrusted to a craftsman, unless the owner is capable of doing the work properly, but wax polishing will often suffice. Plated parts of the interior are easily cleaned with a suitable polish and then waxed, but if the plating has deteriorated the cost of replating is not great and a considerable improvement in the appearance will be achieved.

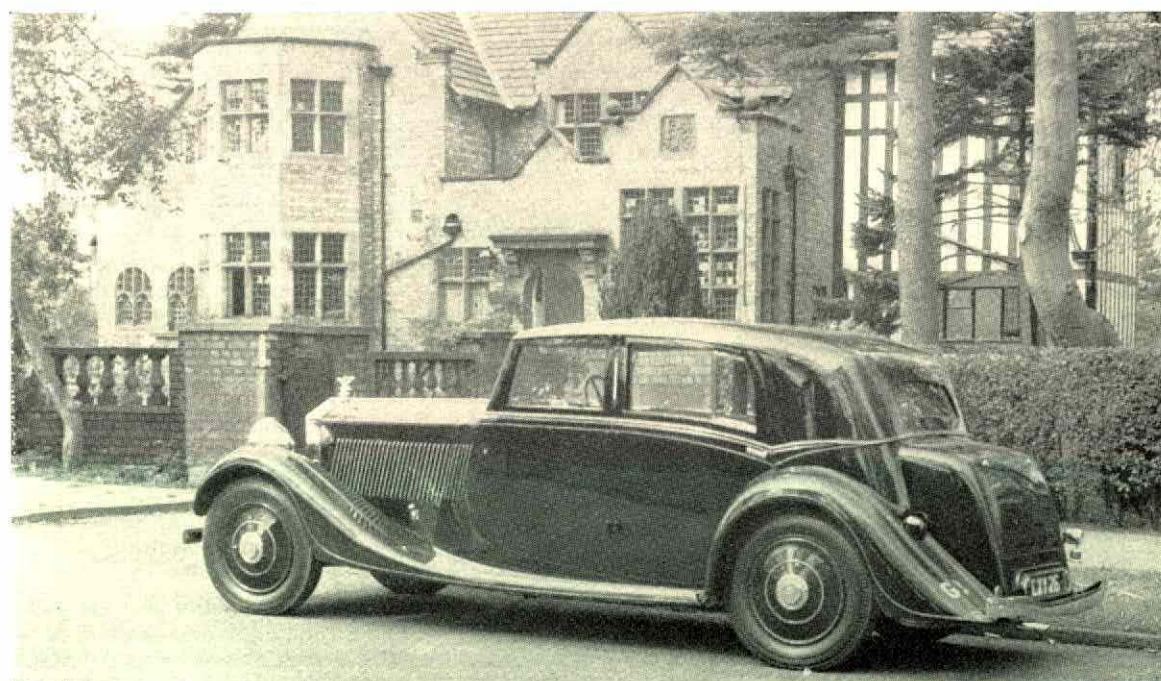
If one should decide to renew the exterior plating care should be taken to ensure that the work is done to the highest standard; this will not cost much more than an ordinary job and good chromium plate will last for many years, especially if it is waxed regularly. This also applies to coach painting—as Royce is reported to have said: "The quality will be there after the price has been forgotten".

PROTECTING THE PAINTWORK

The amount of work to be done on the body paintwork will depend on the use that the car has had, and more particularly on the routine attention that it has received. The car should be washed with a hose whenever necessary, using a Lister or other soft brush which will not damage the surface at all if it is carefully used after the dirt is thoroughly wetted. A good wax polish will protect the paint, but if it is used wash the car without a detergent excepting when it is necessary to remove old wax. If the surface has become dull it can be improved by cleaning with Simoniz Cleaner after removing the old wax and washing thoroughly, but do not do this too often nor rub too hard. Light scratches may be removed with metal polish, judiciously applied, and deep scratches or pits may be touched with cellulose paint carefully applied with a very fine camel hair brush. There are several good waxes, but Simoniz is as effective as any and it will be softer and easier to use if it is melted over a sand bath and moderately diluted with white spirit. Two or three thin coats of wax, each polished completely, are better than one, and if the paintwork is regularly washed without a detergent and polished with a soft clean cloth afterwards, the wax will last for some time, but not for so long as the manufacturers lead one to expect, and constant waxing and polishing will preserve good cellulose for many years. As already mentioned, wax also preserves chromium plate, but the stainless steel radiator should be cleaned as we have described, rinsed with water, dried and polished with a soft cloth. The tyres should be scrubbed on both walls, washed with a strong jet of water and coated with tyre paint when dry. Finally, scrutinise the whole car to ensure that none of the odd corners have been forgotten.

We may assume that the car and accessories are at least reasonably well maintained mechanically and always correctly lubricated. Make sure that there are no oil, petrol or water leaks. It is now scarcely necessary to mention that avoidable anachronisms should be removed before the judges come round. (The writer saw a 1912 Silver Ghost with chromium plated fittings at the 1959 Pebble Beach, Carmel, meeting.) Take care that everything works properly and especially ensure that all lamps, including the stop lamps, are in order before the meeting and on arrival at the rendezvous. The members of our club should try to set a good example in complying with the traffic regulations, especially those relating to safety, and it appears that we succeed in doing so. To the initiated the ownership of a Rolls-Royce is not a token of affluence—it carries an obligation.

VICTOR HODGSON



The Finished Product

The Great "Tomato Ketchup" Mystery

Defeat of a Boiling Epidemic

This story is not meant to be a "who dun it" although it has some of the ingredients in that the reader is invited to follow the events leading up to the start of the epidemic and then to participate in the logic which led to the solution of a problem which nearly defeated the combined technical resources of Rolls-Royce.

When I refer to boiling, I do not mean overheating caused by inadequate cooling such as too small a radiator or fan, or exceptional climatic conditions. I refer to a condition which takes five years to develop and which is suddenly catastrophic.

There cannot be many people connected intimately with Rolls-Royce or Bentley cars produced during the period 1946 to 1954 who do not remember the widespread epidemic of boiling. It was a vicious disease which struck without much prior warning, also it seemed to choose the moment of attack with great delicacy: it could be at one's daughter's wedding, or in the Mersey Tunnel, or during the long slow drive to Ascot, indeed it seemed that the greater the importance of the occasion the greater the risk.

I can be flippant now about all this, but at the height of the epidemic I was sorely tried on all sides. I had the wrath of the owner to contend with, I had to organise replacement radiators which were hard to come by, I had to do battle with the Rolls-Royce Development engineers (than whom none mightier nor more disbelieving) and I had to find a cure.

At this time, a cure or even an explanation of the disease seemed a long way off. Bear in mind that the Bentley Mark VI engine was a development of the pre-war 4½ litre engine which had no history of boiling. It was an iron engine of fairly orthodox design. The chassis was a development of the pre-war Mark V which was scheduled for the 1939 Motor Show. The cooling was entirely adequate. Development testing had continued throughout the war years and there was nothing to suggest that severe boiling problems were pre-ordained for future years.

The first hint of trouble came about the turn of the decade when it was noticed that the Bentley VI radiators contained "rusty" water whereas the water in pre-war cars was clean. I remember making a habit of looking inside the radiator on various vintages of cars over a period of several months and it became perfectly clear that we were witnessing a phenomenon peculiar to post-war cars only. What did it mean? Diagnosis was complicated by the fact that for the first time, Rolls-Royce had advised all owners of new cars to use anti-freeze all the year round. Anti-freezes were not then so sophisticated as they are today and the long-term effect of different inhibitors was not well understood.

Not surprisingly, the report from the Laboratory and the Development Dept. was unhesitatingly to the effect that "rusty" water was caused by the use of unsuitable anti-freeze and/or inhibitors. There followed months of unrewarding talks and correspondence with anti-freeze suppliers and chemists; in the meantime the problem was assuming an uglier look because cars which were now 5 years old had coolant which was redder and of a different consistency. The first reports of boiling were now coming in and examination of the radiator revealed that the top few rows of waterways in the matrix were completely choked with what looked like iron oxide. It could not be washed away and the radiator had to be changed.

THE MYSTERY DEEPENS

By the sixth year the trouble was of epidemic proportions. There were many baffling questions; for instance, an owner would say that the car was perfect until Rolls-Royce overhauled the engine, meaning usually decarbonisation. We now know that this was so but it was hard to believe at the time. What we did not know was that the red deposit which we nick-named Tomato Ketchup, had accumulated in the bottom inch of the cylinder water jacket which was deliberately stagnant for thermal reasons. Likewise we did not know that the deposit was not in any way soluble, and that once it had dried out it would not go back into suspension in the water. Of course it was quickly realised that the act of draining the system prior to work on the engine allowed any deposits to dry out and they would not be dislodged until boiling occurred, when the whole lot would be transferred to the radiator in one big gulp.

The foregoing is a fairly accurate description of what happened right up to the point of epidemic. We all knew what was happening but we did not know why. We needed to answer two more questions, why? and how? How these two questions were answered is, I submit, an interesting exercise in pure reasoning which could have been done by anybody with an enquiring mind. I have not yet given the reader the vital clue—indeed I did not know it myself at this stage—but all the remaining information he needs is contained in the description of the disease.

A cure had to be found quickly, otherwise the motor car business would come to a standstill. The Development Department had tried to filter the deposit but found it was unfilterable. The chemists had identified it as ferrous oxide. This was the sum total of our knowledge.

All my working life I have noticed over and over again that a seemingly abstruse problem has in the end a simple answer—so simple in fact that one feels like taking a running kick at one's self. I determined it must be so in this case. Some of my old colleagues who read this may say I am pulling a fast one, but they know me well enough to know also that I often mix truth with humour to produce something readable. They know also that I forgive them for poking fun at my solution long after the event.

A SOLUTION AT LAST

If the answer was there to be seen, it must be visible to our senses. Therefore we write down all we know:

It happened in 1946
It did not occur on any previous car
The deposit is ferrous oxide
The molecules are too small to be filtrable
The deposit attaches itself to the radiator
Previously, hard scale or rust built up inside the water jackets

So, where do we go? We write down everything that was changed in 1946. We weed out everything which did not affect the engine or the radiator.

The front end styling was changed
The radiator was mounted differently
Antifreeze was introduced all the year round
The bonding of engine to chassis (electrically) was changed
Positive instead of negative earth

Positive earth, why? Because Lucas convinced Rolls-Royce that the ignition would work better. We had now isolated everything that mattered except that the antifreeze was a red herring. Everything else pointed to the electrics. We sensed we were on to it, we even knew we had solved the problem without going out of the office.

Polarity, that was the answer. Up to this point, everybody had assumed that some chemical reaction was responsible but the chemists could not explain it. If, however, we introduce electrics, what do we get? We get an electro-chemical reaction. Everything fits into place. Molecules too small to filter—attach themselves to the radiator—electric bonding—positive earth—here are all the ingredients for a large electro-plating vat. Suppose the cylinder block is the anode and the radiator the cathode, then all is clear.

The next stage was obvious: measure the polarity of the engine and radiator on every car we could put our hands on. Sure enough, the Bentley Mark VI was markedly different from other models. Again why? Because the radiator was not effectively earthed (styling) and because the engine earthing strip was now at the tail of the gearbox which meant that there were quite a number of face joints in the way between the dynamo positive terminal and earth, all of which constituted a resistance. The combined effect of all these things was to shift the balance of polarity between engine and radiator, thus reversing the conditions which previously existed.

The cure was now obvious—bond the large components to earth so that the "electro-plating vat" was destroyed. Of course, there was plenty of argument at the highest engineering levels about my "long haired" theory—fancy blaming Lucas for silted up radiators! Harry Grylls repeatedly asked me at engineering meetings "which way should we point the car outside St. Mary's Church in Crewe before delivery"?

Anyway, the proof of the pudding was indeed in the eating. All existing cars were dealt with by bonding, new cars had the dynamo insulated from the engine, and negative earth was reverted to on the next Silver Cloud I model.

W. STANLEY BULL



Annual Dinner Dance 1972

The lights may not have gone out all over Europe, but as I write this they have certainly gone out in my corner of London. In the crepuscular gloom of a February power cut, describing the 20-Ghost Club's Dinner Dance on January 29th at the Hyde Park Hotel is like writing about Imperial Rome seen from the Dark Ages. *Sic transit etc.* I hope that power cuts will only be a bad memory by the time this is printed.

To return to the glittering splendours of the 20-Ghost Club holding court (I'm sorry, but I do at the moment feel like an ageing prima ballerina recalling Czarist St. Petersburg) we were welcomed not just by our Master, or our President, or our Chairman, but by a permutation of any three out of five, including Joan Watson and Dorothy Hellings. This excellent innovation meant that the Senior Officers of the Club were able for once to circulate among members and guests before dinner. No one arrived without being warmly greeted on entrance, and I'm sure Stanley, Fred and Frank met many more people than they would have been able to had they been "duty hand-shaker" for the evening. Everyone, it goes without saying, was delighted to find Stanley in such obvious good health and spirits. Once again, his friendliness and sense of style were the essence of what the 20-Ghost Club is all about.

This friendliness bubbled up after dinner when Stanley, after threatening us with a short speech, rewarded us with a medium one of typical charm. He welcomed new members, and paid a warm tribute to our guests of honour, Dr. Llewellyn Smith, who is retiring from the Chairmanship of Rolls-Royce Motors after a long and most distinguished career with the company, and his wife Barbara, together with the Managing Director, David Plastow, and his wife—also Barbara.

Without Stanley's fondness for old but finely-made artifacts, there would be no 20-Ghost Club. This enthusiasm we learnt, extends to clothes. With obvious delight, Stanley told us that his dress waistcoat was in its twenty-second season. Still with its original trim. One careful owner. Never raced or rallied. And obviously very specially built.

Stanley reminded us of the many years Bill Cook had organised the Dinner-Dance and congratulated James Valentine on having so well taken over this chore (all right, maybe we had a ball, but it is a chore for the people who have to get it organised).

He invited us to toast the guests, and then asked Doc Llewellyn Smith to reply. Doc, who has always been welcome at our dinners, alleged that he could count the passing of the years by the moth balls in his dress suit. He claimed 20—which suggests that the 20-Ghost Club antedates his clothes by several years. What are beyond controversy are the figures he gave us about the success of the Rolls-Royce Motor Car Division since 1947. In 25 years the company has built 36,000 cars, which represent 60% of the total motor car output of Rolls-Royce since 1906.

Doc Llewellyn Smith complimented the club on maintaining the legend of yesterday's cars and thus helping generate sales of today's cars. He also thanked Stanley for the part he had played in the design of the current Silver Shadow. We applauded this latest expression of Stanley's taste, maybe to his slight embarrassment.

Doc recalled the Ford advertising campaign that had appeared in the U.S.A. claiming that their newest confection was quieter than a Silver Cloud. (Yeah, but how long for? was supposed to be one comment). Doc told us that someone had assessed the relative silence of the two cars as the difference between the silence of a cathedral and the silence of a guy who has something to hide. He also added that the research expert who had advised Ford that this was a good theme on which to base their advertising had made sufficient money out of his researches to buy a Silver Cloud.

After the guests had drunk our health, our Chairman, Frank Hellings introduced Babs Llewellyn Smith who presented our trophies, whose winners are recorded elsewhere in this issue.

After all this solemnity, the evening degenerated into sheer enjoyment. A good band: a sprung dance floor: familiar faces, and a welcome injection of some new young ones, and at least 15,000 watts blazing away from the chandeliers. What more could anyone want? Dammit, as I write this, with half a candle between me and outer darkness, the evening of January 29th does seem like pre-1789 Versailles. I only hope our own Restoration is both quicker, and more permanent.

PAUL HOPPE



The illustrations are by George Frost, one of the Club's founder members.

Trophy Results 1971

ALPINE TROPHY

presented to the Club by Rolls-Royce Ltd. Awarded to the car which covers the greatest mileage, according to age, during the year.

	Model	Year	Mileage	Age Allowance	Total
L. H. Jamieson	S.G.	1924	8588	46	395,048
Mrs. D. Hellings	20	1927	4380	43	188,340
J. I. Yates	W	1939	4508	31	139,748
L. Taylor	P I	1927	2633	43	113,219
W. F. Watson	P II	1935	3023	35	105,805
W. D. N. Berry	P II	1931	2498	39	97,422
J. H. Coleman	P I	1928	1729	42	72,618
S. J. S. Boord	20/25	1933	1795	37	66,415
R. B. Honnywill	P III	1936	1688	34	57,392
N. Taylor	P III	1937	1524	33	50,292
W. F. Watson	S.G.	1913	875	57	49,875
I. Munro	S.W.	1950	2355	20	47,100
P. Taylor	20	1927	895	43	38,485
Mrs. M. Munro	25/30	1936	693	34	23,562
R. W. Colton	S.W.	1952	693	18	12,474

MESSERVY TROPHY

presented in 1954 by the late Roney Messervy, Service Manager at Hythe Road. Awarded to the car with the best aggregate performance in the Concours d'Etat and the Driving Tests.

	Model	Year	Concours	Driving test	Total
A. Taylor	S.W.	1953	689	—166	523
N. Taylor	20	1927	658	—169	489
E. C. Flynn	S.D.	1955	705	—223	482
Mrs. D. Hellings	20	1927	685	—256	429
D. F. Wells	20	1924	709	—305	404
J. D. Townsley	P III	1937	661	—372	289
J. G. Hampton	S.G.	1925	645	—425	220
J. I. Yates	W	1939	625	—572	53

DYMOCK-MAUNSELL TROPHY

presented by Lt.-Cdr. J. C. Dymock-Maunsell, R.N., in 1962. Awarded to the member who gets most marks for Rally attendance.

	No. of events attended	Points
W. F. Watson	7	16674
Mrs. D. Hellings	6	15554
R. M. Harrison	6	8275
H. R. Wilkins	3	5388
W. D. N. Berry	2	5383
L. A. Brua	3	5179
J. G. Hampton	4	4924
R. D. Dale	4	4543
N. M. Taylor	4	3629
Lady Freda Valentine	4	3475

(First 10 places only)

FERGUSON-WOOD TROPHY

presented by Harry Fergusson-Wood in 1969. Awarded to the member, under 30 years of age and/or of less than three years' membership, with the best aggregate marks in the Concours, Driving tests and Rally attendance.

	Concours	Driving tests	Rally attendance	Total
A. Taylor	91	—25	20	86
N. Taylor	87	—25	20	82
D. F. Wells	94	—45	10	59

HARDING-ROLLS TROPHY

a cup originally won by the Hon. C. S. Rolls, and presented in 1962 by Lt.-Col. J. C. Harding-Rolls. Awarded to the member who, in the opinion of the Committee, has contributed most either by individual meritorious service or performance with a motor car.

W. A. L. Cook

THE PHOENIX TROPHY

presented by Captain R. B. Honnywill, R.N., in 1970. Awarded for an outstanding restoration.

J. H. Coleman

Restoration of a P I

STANLEY SEARS TROPHY

presented by the Master in 1963. Awarded as a "Victor Ludorum" to the member who gains most aggregate marks in all competitions.

	Alpine	Rally attendance	Concours	Driving tests	Total
Mrs. D. Hellings	48	93	91	—38	194
N. Taylor	13	22	87	—25	97
A. Taylor		18	91	—25	84
E. C. Flynn		11	93	—33	71
J. I. Yates	35	8	83	—56	70
W. F. Watson	27	100	88	—150	65
L. H. Jamieson	100	8	95	—150	53
J. G. Hampton		30	85	—64	51
D. F. Wells		1	94	—45	50
J. D. Townsley		10	88	—56	42

VICTRIX LUDORUM



Dorothy Hellings, 1971 winner of the Stanley Sears Trophy, not only gained the Club's supreme award, but became the first woman member ever to win a cup entirely on her own. Our picture shows her receiving the trophy from Mrs. Llewellyn-Smith.

Describing the car which carried Dorothy to victory, Frank Hellings, who himself won the cup the previous year, writes:

In February 1953 Dorothy offered, in the personal column of the Times, "a good home for an old Rolls". She got a stack of replies from the nicest people with addresses at sundry Castles, Dower Houses and the like. RX 198, promptly christened Regina, with 128,000 on the clock, cost her £150. The car had an engine overhaul in 1955, since

when nothing but usual maintenance, and has been all over Great Britain, Southern Ireland, two or three times to Paris, various parts of the Continent, and to the U.S.A. in 1969.

It was not until about '65 that we noticed that the first owner—for whom H. J. Mulliner built the body—was known, or the family was known, to Dorothy, and she realised that it was the first Rolls she had ever driven in! She and a friend of hers, a grand-daughter of the owner, went down to Berkshire to have lunch with the old lady, who sent the car to collect them from the station—Reading or Newbury.

Apart from being "re-skinned" (horrible phrase) in about '59, when the old fabric was replaced with what the Americans call Vinyl and we call P.V.C., the car is original, even to the Barker dipping and swivelling headlamps worked on a hand lever. All very irregular nowadays.

We average 35 m.p.h. on ordinary roads, but Regina does not like motorways and we avoid them. Preparation for Concours and the like is really Dorothy's job, but she's a terrible slave-driver!

Joyce's Choice

GRC 34 Lives Again

At the end of 1969 I told my wife, Joyce, that I would like to find a 25 h.p. Rolls as a 25-year wedding anniversary present. She said she would like a Sedan de Ville as these cars look nice when the Sedan part is open, and are very desirable for tours because you have the benefit of an open car and bags of luggage space in the back. Having done many tours in my Phantom II two seater, she was well aware of the difficulty of threading luggage through a dicky seat. In order to get the last parcel out you usually have to thread yourself in upside down, which tends to send a rush of blood to your head!

The task was to find a suitable 25 h.p.; whether to purchase one that had already been renovated or was in good condition, or whether to find one that was complete but needed renovation. Just by chance a friend of mine told me that there was a 25 h.p. somewhere near Ludlow, so we went to have a look at it. It was one of those dark rainy winter's nights. We started the engine and it sounded reasonably good. It was not taxed so we were not able to run it on the road. I wasn't too interested because it appeared not to be a Sedan de Ville, but on closer examination we found that someone, probably due to water leaks in the past, had sealed the front part of the Sedan up, but there seemed every hope that the mechanism was still intact.

The car had good lines and the body was manufactured by Thrupp & Maberley, we had no history of the car other than that it had had one owner since 1959.

Although the car was shabby it was at least complete and we knew we would not have to be chasing around trying to find original headlamps, etc. So I took a chance and bought the car, got it home and had a good look at it in the daylight. After examination it was very evident that the car could be reconditioned and made into a very good vehicle.

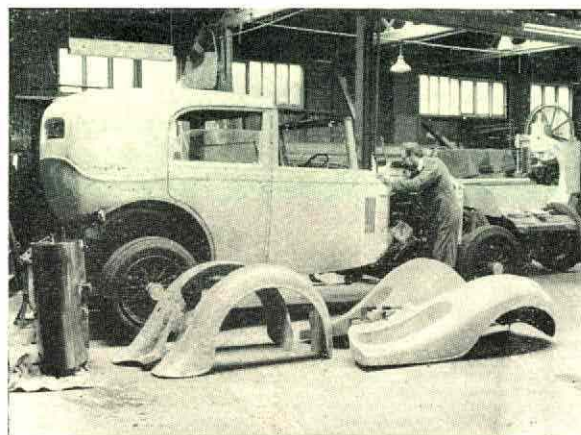
Fortunately, although the body had quite considerable rattles in it, it had not been neglected in any way, and so it was decided to get the chassis in first class order, then run it round to find out more about the body and how to tackle it.

I got in touch with Mr. Hucknall of Ristes Motors in Nottingham, who had done quite a lot of work for me before, and we arranged a

time in January to take the car over so that he could set to work on the chassis and engine before we did the body.

ENGINE REBUILT

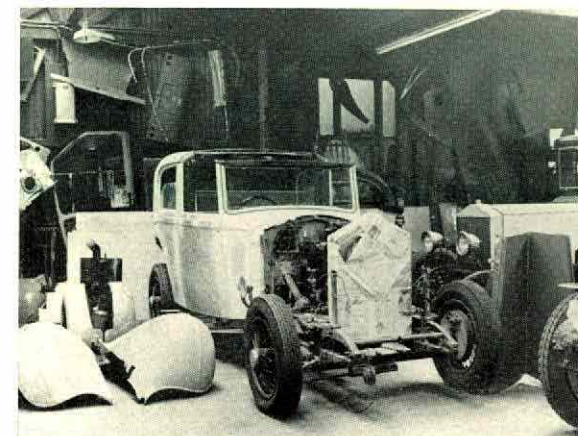
In the meantime I had asked Joe Fildes of Stourbridge to come over and have a look at the body to see what really had to be done. He confirmed that the Sedan mechanism was all there and could be made to work properly again. He advised having the chassis done



with the body in position, because after having the chassis and engine overhauled it was possible then to drive the car and learn something about the structural side of the body. If it was in good condition or the rattles could be located and the problem solved it would be better to leave the body in position rather than take it off, as they very seldom settle down when they are put back on again.

So in January we took the car over to Mr. Hucknall's garage in Nottingham. We ran the engine and the oil pressure appeared to be good, but this sometimes can be very misleading. If the oilways in the crankshaft are sludged up you can get a fictitiously good oil pressure. So we decided to take the engine and gearbox out and dismantle the front suspension and the brake mechanism. After the engine had been dismantled it was found that the oilways were very muddled up, but the engine could very obviously be re-worked back to first class condition. The cylinder head did have the two usual small hairline cracks that often come in 25 horse Rolls, so the engine was completely re-built—bearings renewed, pistons, valves, valve guides, tappet rollers renewed, etc. The clutch was overhauled completely, new plates, surfaces re-ground, etc., all the brake mechanism was completely stripped, drums re-ground and put back and bearings renewed where necessary.

We were very fortunate in being able to find quite a lot of new replacement spare parts, and we were also very fortunate in having Mr. Bill Bull of Crewe, who is well known to Rolls-Royce enthusiasts. He has recently retired and was spending a holiday over with Mr. Hucknall at Nottingham and he was able also to put his experienced eye over the car, and expressed his opinion on the complete mechanical overhaul to be very good and the car an excellent runner.



MOMENT OF TRUTH

We had the car completely re-wired, and three months later the time came to re-assemble and try the car on the road and really see what we had actually bought. This is always the moment of truth, and I am happy to say that the car ran very sweetly indeed, so it was decided to run it in before sending it to Joe Fildes to have the coachwork done; the car is at the moment at the coach-builders.

After stripping all the inside of the upholstery, which we will have to change anyway and completely renew, it was found firstly to our great pleasure that the Sedan mechanism was still all intact, the framework of the body is in good shape except for the front door pillars, and the cross-member just below the screen. These had rotted and have now all been replaced and all the body framework has been renewed or repaired, wherever necessary.

Prior to sending the car over to have the chassis and engine overhauled we had cleaned the underneath and found it to be in very good condition. Once we had got all the sludge and mud off we found the chassis to be in good condition and only rusted at the rear end, but nothing detrimental at all; all the chassis will now be re-painted.

The photographs show the car as it now is in the coach-builders at the stage when the second half of the re-building commences. One of the problems that took some deciding was what colour we should paint the car and how we should paint it, whether it should be one colour or two-tone. This, as you can well imagine as it is to be a lady's car, has taken rather longer to decide than anything we have had to do on the car to date, but all along the line this has been a most interesting exercise. The first part having all the mechanism taken to pieces to see if we had bought a lemon or not, and having the pleasure of finding out the car is up to expectations.

It will be appreciated that all this takes time and the final run up to the finish will take time, as with these older cars one has to use the skilled and experienced craftsmen as and when they can be spared from the bread and butter jobs. During this period also it makes Saturday mornings for me interesting going over to see progress.

I can't think which is the most fun, watching all the work being done and the progress over the months, or the expectation of what it will be like when it is finished, and the problems of making decisions. I can't help feeling one always does a lot more than one originally intends to start with, and is always driven on to get final perfection.

Details of the 20/25 h.p. Rolls-Royce Sedan are as follows:

Chassis No.:	GRC-34
Year of manufacture:	1934
Engine No.:	W6V
Steering Rack:	E
Sedan de Ville body by Thrupp & Maberley	
Reg. No.:	BGK 370

HENRY WILKINS

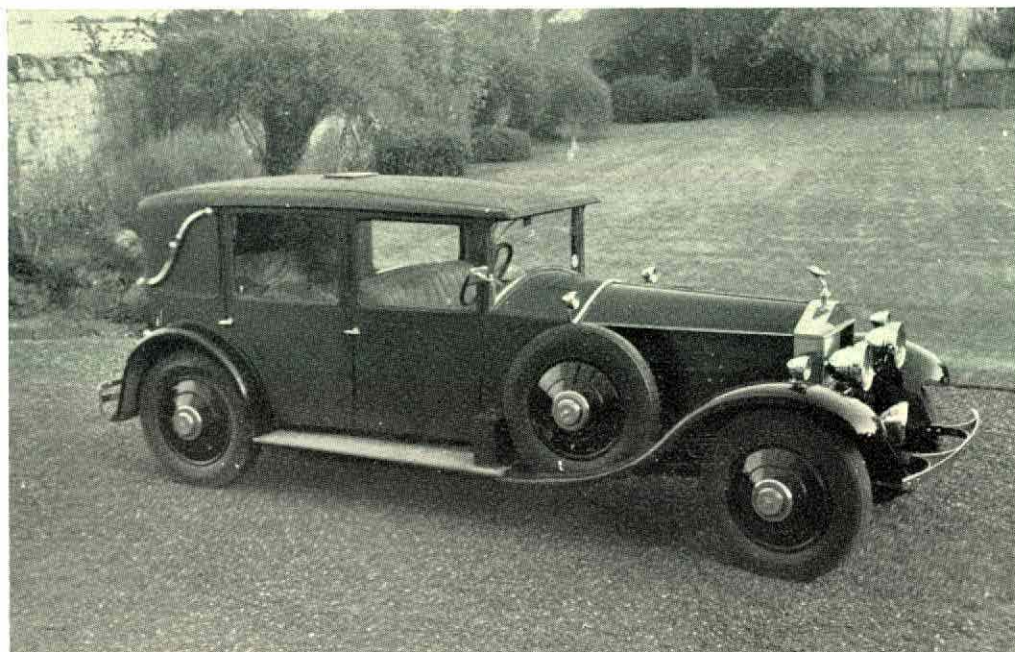
THAT IMPOSSIBLE SCREW: A ratchet offset screwdriver made in both cross point blade or the Philips type is made by "General Hardware MFG Co. Inc." New York, U.S.A. and is sold in this country by most good tool shops at about £1.

Being only 5" long and with the blade protruding only $\frac{1}{2}$ " at right angles to the shaft it can be inserted into an aperture of only one inch and will tighten a screw with remarkable force due to the leverage involved. This is especially useful for such places as bottom door hinges etc.

K. L. ROSSI

Members' Cars Described

(No. 10 New Series)



<i>Model:</i>	Phantom I 1927
<i>Chassis No.:</i>	15 RF
<i>First Reg. England:</i>	1936
<i>Coachwork:</i>	Weymann body by H. J. Mulliner
<i>Present Owner:</i>	Leonard Taylor

Owner's Remarks:

Seven years ago when my wife and I arrived at a hotel in Lynton, Devon, in our 1929 "New Phantom", the manager, who happened to be standing at the door said, "I have a car like that round the back but not, of course, as smart as yours". Needless to say as soon as we had registered and taken possession of our rooms, I went exploring "round the back" and there I found 15 RF looking very forlorn in an open shed almost buried in old furniture, dead leaves, firewood, mattresses, etc. Despite the flat tyres and lack of paint on the bonnet and general dilapidated condition, I was most impressed by the delightful sporting shape of the body, for most of the 1927 closed cars I had previously seen were of the "top hat" variety, almost a foot higher than this one. I quickly examined the car to find that the plugs had all been removed by someone, the ignition keys had gone, and the moths had been enjoying themselves immensely inside. The Triplex windows had changed to a beautiful brown shade and were very much "blistered" due to the separation of the laminations through age. The head lining hung down like a lace curtain and the carpets were in a similar condition. As usual the clock had been stolen, but all the other instruments were intact and there were, of course, no tools, apart from a starting handle for which I was truly thankful. Trying hard to curb my excitement I returned to the hotel and discussed the car with the owner. He said it had lain there nine years because he could not afford to run it, but he was obviously not mechanically minded and could not answer any of my questions about the car. He did say, however, that it was driven into the shed and not pushed, which suggested that perhaps the engine would run if suitably coaxed. He said he had lost the keys and instruction book, and had had several offers for the car from interested guests, but refused them all. I eventually offered him £5 more than his highest offer and he agreed to let me have the car providing I would guarantee to restore it and drive it back to Lynton to take him for a ride. This I promised, and on the following Saturday drove down to Lynton

with my wife's "Traveller" laden with tyres, tubes, battery, wire, plugs, coils, tools, and all the other things I thought I might need to persuade the car to run, plus a helpful neighbour. We worked on the car from about 10 a.m. until six o'clock in the evening, and after by-passing the switch-box because of the lack of keys, I was delighted when the engine burst into life at the first attempt. The silencer also burst at the same moment, and we eventually proceeded homewards to Somerset sounding more like a bomber than a Rolls-Royce. Since I was so concerned with the ignition system, I forgot all about lighting arrangements, the result being that when eventually we ran out of daylight we had to stop at Williton and enjoyed an excellent dinner before proceeding homewards, leaving the Phantom in the hotel yard. Next morning we returned and made for home without further incident except to replace coils which seemed to burn up after ten miles or so, and I have never found out quite why this happened. Of course, the magneto was useless due to long inactivity so we had to rely entirely on the battery ignition. The body which was made under Weymann licence, was built by H. J. Mulliner & Co. Ltd., of Chiswick, and carries the Weymann trade mark.

After a thorough examination, the car was found to be in very fine mechanical condition, but the radiator was painted black and the whole of the engine and bulkhead was as white as snow due to oxidation of the aluminium surface caused by neglect and dampness. After many months of work, mainly scraping and cleaning, the car was taken to the painters to have the small areas of metalwork re-cellulosed. These were the bonnet, wings, luggage grid and the beading on the doors. New head-lining and carpets were fitted, all the woodwork was removed and re-polished, and the metalwork re-plated. The black paint was laboriously scraped from the radiator and eventually the whole of the work was completed.

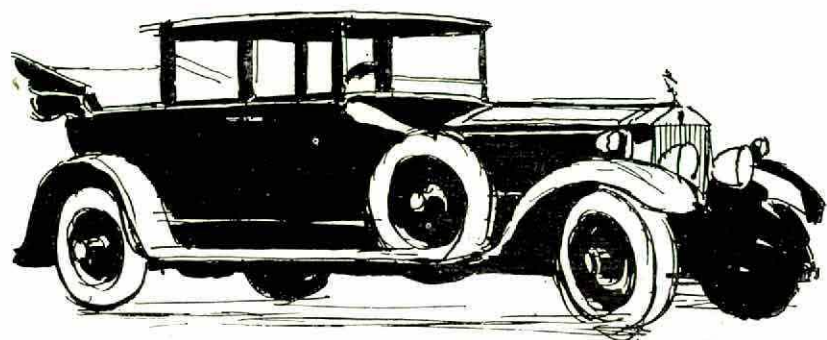
I knew from the chassis number that the car was manufactured in 1927 and was mystified by the fact that it carried a 1936 Southampton registration number, but this problem was soon solved on the car's first appearance at a Club event. It was parked in line with many others at Monmouth Castle whilst we had lunch, and on my return to the car I found our worthy historian, Dr. Robin Barnard, standing looking at it with the eye of a scrutineer, and as I approached he said, "I have seen this car before", to which I replied, "Oh no, you haven't, this is the first time out". He then proceeded to elucidate. Apparently, he advertised in the *Times* in October 1950, for an early Rolls-Royce, and the owner of 15 RF replied. However, what Robin required was a tourer, not a closed car, so the offer was declined. He did tell me however, that the car once belonged to someone who had no fewer than six Rolls-Royces which were kept in various parts of Europe and were sent back to England after a number of years to be changed for new models. My car was apparently one which was kept at Nice which, of course, explained the reason for the 1936 registration. This had to be done, apparently, when the car was returned to England via Southampton to be exchanged for a later model. I had unearthed very little further information about the car until very recently when Rolls-Royce Ltd. kindly sent me a copy of the original works order for the car. This confirms everything that I had heard. The car was made for Sir Mortimer Davis, for touring in Great Britain, France and Canada. The order was placed on 24th May 1927, and the chassis was delivered to the body builders on 16th July 1927. The completed car was delivered to Boulogne via Folkestone by the R.A.C., on the 10th November 1927. The guarantee was dated 9th November 1927 and sent on the 30th November 1927. One thing which bothers me is that the Weymann body is described as a Brougham Limousine de Ville, and carries the cast bronze nameplates of H. J. Mulliner & Co. Ltd., whilst the works order states that the chassis was delivered to Barkers. I presume that Barkers passed the chassis on to Mulliners for the Weymann body to be built. I noticed that the body cost £1,635 7s. 8d., plus the following extras. £50 for the long wheelbase. £5 19s. 0d. for one extra spare wheel. £10. 10s. 0d. for two spare wheel carriers, and £11 0s. 0d. for an A.T. speedometer with the dial calibrated in miles and kilometres.

The only expense I have had with the car apart from fuel, oil and tyres, was the fitting of new rings soon after restoration. The original rings were obviously ruined by the cylinder bores becoming rusted through the removal of the sparking plugs. Since then the car has done many long trips, notably to the South of France, far west of Ireland, and Scotland, to say nothing of many enjoyable tours at home. Oil consumption is practically nil, in fact, I have never had a Rolls-Royce which uses as little as this one, the consumption being in the region of 12,000 miles per gallon. In fact, I very rarely add oil between drainings.

I was rather amused when I read in Bird & Hallows book that the "New Phantom" is the Rolls-Royce least sought after, and that people who ride in the rear of these cars usually wish they were

somewhere else. This I regard as arrant nonsense, and I can only assume that the "New Phantom" tested by them must have been in a shocking state. Having owned many Rolls-Royce cars in my lifetime (and still possessing three) all of which I have driven many thousands of miles on both business and pleasure, I regard the "New Phantom" as the most desirable because it incorporates all that was learnt during many years' production of the Silver Ghost. The only reason the "New Phantom" was superseded by the "Phantom II" was because the company were driven towards producing more speed in order to keep up with competition from other makers. I personally, would not change my "New Phantom" for any vintage Rolls-Royce model, and I have owned excellent specimens of them all.

LEONARD TAYLOR



NEW MEMBERS

BECKE, Mr. and Mrs. J. B. von der, 7 Montagu Square, London W.1. Tel: 01-935 5388	
20 1928 GWL 32 YX 534 Drop-head coupé James Young	
FRANCIS, Mr. and Mrs. P., 17 West Street, Harrow-on-the-Hill, Middx. Tel: 01-422 2132	
25/30 1937 GMO 40 GCF 1 Drop-head Van den Plas	
HAACKER, Lee P., M.D., 510 North Street S.W., Washington, D.C. 20024, U.S.A.	
25/30 1937 GAR 63 Limousine Thrupp and Maberly	
JONES, Mr. and Mrs. H. R., Green Street, Shenley, Radlett, Herts. WD7 9BD. Tel: 01-953 7229	
20/25 1931 GTR 4 GP4 Sedan de Ville H. J. Mulliner	
PELLEGRINI, Dr. and Mrs. Georgio U., Via Borgazzi 4, 20122 Milano, Italy	
25/30 1936 GUL 49 Saloon James Young	
REID, D. P., 210 Senneville Road, Senneville, P.Q., Canada	
20/25 1930 GDP 81 TF 1520 Tourer Carbodies	
Wraith 1938 WXA 50 FLC 13 Saloon H. J. Mulliner	

CHANGES OF ADDRESS

BRUMMER, G. E. R., Calabrie 51, Leusden, Netherlands
 CHAPMAN, Mr. and Mrs. C. A., Little Court, Hambledon, Surrey. Tel: Wormley 2853
 CHAPMAN, Mr. and Mrs. R. A. C., Hookstone Farm, West End, Woking, Surrey. Tel: Chobham 7582
 ELLIOTT, A. G., C.B.E., Bolebrooke, 20 High Road East, Felixtowe, Suffolk
 FERGUSON-WOOD, H. F., The Coach House, 17a Sheridan Road, Merton Park, London S.W.19 3LH.
 FERGUSON-WOOD C. Tel: 01-542 2686
 FREEMAN, Cdr. J. K. H., 8 Denham Lodge, 2 Westbury Road, London W5 2LF. Tel: 01-998 2683
 SMITH, J. P. The Motor Flat, Kildrummy Castle, Alford, Aberdeenshire, AB3 8RA



Officers and Committee

MASTER:	S. E. Sears
PRESIDENT:	Lt.-Col. J. C. E. Harding-Rolls, M.C.
CHAIRMAN:	Frank Hellings
VICE-CHAIRMAN:	Melanie Munro
SECRETARY AND TREASURER:	W. F. Watson, Aldwick Hundred, Bognor Regis, Sussex.

COMMITTEE

W. F. Watson; Frank Hellings; S. J. Lovegrove; J. I. Yates; Mrs. I. Munro;
 C. Meachen; A. Heathcote; H. Fergusson-Wood; R. W. Colton; P. Taylor.

SUB-COMMITTEE FOR EVENTS

R. W. Colton (Chairman); F. Hellings; C. Meachen; L. H. Jamieson;
 H. Fergusson-Wood; 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 £1.15; silver cuff-links at £2; and car badges at £1.75.

MAGAZINE—Binders for the Record available from the Editors 90p each post free, also copies of previous issues 65p each post free.



FOR SALE: 1934 20/25 Hooper Saloon. Chassis No. GLB 28
 Two owners only. Details from Frank Hellings, Sleekstone, Broad Haven, Haverfordwest, Pembrokeshire

FUTURE EVENTS, 1972

Saturday, April 29th	Bath : Sir Edwin Leather's Y.M.C.A. Festival
Sunday, April 30th	Spring Luncheon : Petty France, near Bath. Visit American Museum, Claverton Manor
Sunday, May 14th	Concours d'Etat : Coughton Court, Alcester, Warwickshire
*Sunday, June 11th	Charity Event : Lord Mayor Treloar School, Alton, Hants
Sunday, July 2nd	Driving Tests, Sandhurst
Saturday, August 12th and Sunday, August 13th	Two-day event : Midlands
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.

*Note change of date.

The Club Trophies



Photo: Jack Harley Ltd. Cranleigh

L-R: Harding-Rolls, Phoenix, Fergusson-Wood (below), Sears,
Dymock-Maunsell, Messervy, (presentation ashtray below), Alpine