

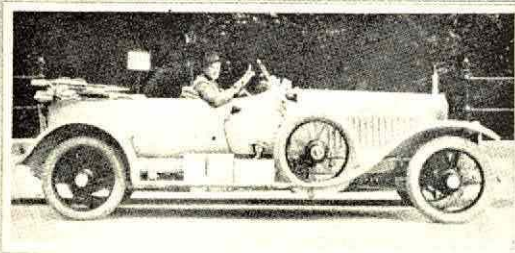


THE 20-GHOST CLUB RECORD

Vol 13 No 3 1972

Diary of the The World's **ROLLS-ROYCE** Best Cars. in the **Austrian Alpine Contest.**

1st DAY ROLLS-ROYCE CARS finished 1st, 2nd, 3rd and 4th.
Vienna to Salzburg. Mr. Radley, who arrived first, completed the distance of 200 miles in eight hours.



MR. JAMES RADLEY AND HIS ROLLS ROYCE CAR, ON WHICH HE ARRIVED FIRST AT VIENNA.

2nd DAY. ROLLS-ROYCE CARS finished 1st, 2nd, 3rd and 4th.
Salzburg to Innsbruck. So fast were these cars on the Katschberg that they even passed the official pacemaker, which afterwards was unable to catch them, and they arrived at Innsbruck about an hour ahead of the official car.

3rd DAY. ROLLS-ROYCE CARS finished 1st, 2nd, 3rd and 4th.
Innsbruck to Riva. Mr. Radley's Rolls-Royce came in at the heels of the official pacemaker, which he was not allowed to pass, and the other Rolls-Royces followed after an interval.

4th DAY. ROLLS-ROYCE CARS finished 1st, 2nd, 3rd and 4th.
Riva to Toblach. "The regular running of the Rolls-Royce cars is exciting praise on all sides."—*The Daily Mail*

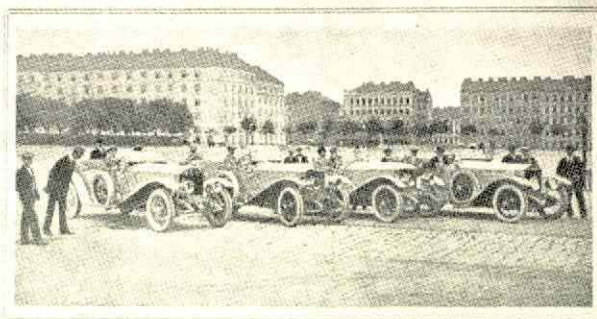
THE GREAT Alpine Motor Contest.

Wonderful regularity of the Rolls-Royce Cars.

THE ROUTE.—Vienna, Salzburg, Innsbruck, Riva, Toblach, Trieste, Klagenfurt to Vienna, a total distance of 1,654 miles.

The average daily distance amounted to 230½ miles.

The course included 19 Alpine passes, rising to a maximum height of 7,382 ft. above sea level.



THE COMPETING ROLLS ROYCE CARS.

ON ALL THE BIG MOUNTAIN PASSES, THE 4 ROLLS-ROYCE CARS ASCENDED AT REGULAR INTERVALS CLOSE TO ONE ANOTHER, FAR AHEAD OF ALL THE OTHER CARS. THEY WERE ADMITTEDLY BY FAR THE FASTEST CARS IN THE TRIAL.

SIXTY YEARS ON: 1913-1973

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

CAPTAIN R. B. HONNYWILL, R.N.

One of our oldest and most staunch members, Dick Honnywill, died on October 23rd and the news of his death has left all of us who delighted in his company with a real and deep sense of loss. His wife and family can be sure that true sympathy with them comes from our affection for the man he was.

Dick was so much a character, so noticeable in a crowd with his air of distinction and generous personality. Yet in himself he was quiet—almost self-effacing. He never sought the limelight, but limelight seemed to find him, as on that memorable occasion when he was interviewed on television on the quayside before we left for America in 1969. Asked if it was perhaps heresy to suggest that some club members might sell their cars during the visit, a scandalised Dick retorted: "Heresy? No Sir, much worse—Sacrilege!"

Happily we have an enduring monument of Dick's interest in the Club and the older cars. In 1971 he had an inspiration—to create and donate to us the Phoenix Trophy, to be awarded for the best work of restoration carried out by a member during the year. It is itself a wonderful example of the metal-worker's art, and a fitting award for devoted work on an old Rolls.

Dick loved his beautiful P III "Rosalind", and I know that in the Valhalla for departed warriors, and Heaven will know that he was such a one, he will still be driving a Rolls-Royce.

Just for THE RECORD



Next year will mark the sixtieth anniversary of the great Alpine Motor Contest in June 1913, in which Rolls-Royce had three 40/50 open touring cars entered, while a fourth was privately entered and driven by James Radley.

These four cars caused an international sensation by their speed and reliability, and still further enhanced the Company's already high reputation. The illustration on our front page which appeared at the time of the contest gives some details of their superlative performance and the gruelling course which they had to cover.

On page 5 we also reproduce extracts from a report on the competition which appeared in *The Car* of July 9, 1913 and some contemporary pictures and advertisements of what were rather charmingly described in German as "der Rolls-Royce-Alpenwagen, der beste Wagen der Welt!".

To commemorate this historic contest, our confrères of the Rolls-Royce Enthusiasts Club have spent many months of preparation organising a great congregation of the finest motor cars the world has ever seen which will leave the Channel ports in June next year and converge on Salzburg in three convoys. Later the Silver Ghosts will attack as many as possible of the passes which their counterparts swept over in 1913.

We understand that some 100 motor cars will take part, including Fred Watson's Alpine Ghost, which was a prize winner under the brilliant driving of James Radley sixty years ago. Across the Atlantic a formidable contingent of American owners will set sail next year to play their part in the event.

We salute the planners of this inspired project, and wish it all success. Without doubt it will add still more lustre to the great name, and that, after all, is what we all desire.

The 20-Ghost Club, in its turn, has plans well advanced for an ambitious tour of Portugal next year, which will mark the 600th anniversary of this country's Treaty with her oldest ally.

The tour will now take place in late May and early June, and promises to be as successful as all the major foreign tours organised by the Club in the past, starting with the great Monaco rally of 1962.

All members will have been greatly grieved to learn of the death of Dick Honnywill. We publish opposite a tribute to him by Frank Hellings which aptly echoes our feelings.

We ourselves would like to add that Dick was perhaps the most conscientious and assiduous contributor we have had during our Editorship of the Record. A natural reporter, he always managed to produce interesting facts and figures to back his descriptive and entertaining prose. We would like to think that the two reports by him which we publish in this, our last issue, written only a few weeks before his death, are their own memorial to a cherished friend and colleague.

This year saw the Club engaged in its first international driving test competition. This was against our friends of the R.R.O.C. Atlantic Region, which is approximately the same size as the 20-Ghost Club. The competition was for the Mallalieu Trophy, the inspiration of Derry Mallalieu, a prominent member of the Atlantic Region who has now returned to this country. The tests on each side of the Atlantic were exactly similar. Regrettably all but one of the British team seem to have been overwhelmed by the occasion, scoring no less than 664 penalties against the American 336. We must hope to do better next year.

Our thanks are due to Harry Fergusson-Wood for the brain-teasing Rolls-Royce quiz on page 2. This was the subject of a competition at the Skew Bridge meeting last August, but to reach a wider readership we are publishing it in the Record. The correct answers appear on page 25.

We hear of another piece of Rolls-Royce "mythology" which for once seems new to us, and indeed appears to have been a particularly inspired original effort by a distinguished member of the Club when on tour on the Continent earlier this year. His car is one of those with bonnet locks. The usual crowd of admiring questioners stood round it, and eventually one of them asked to see the engine. "I am sorry, but I am afraid that I cannot oblige you", blandly replied the owner. "You see the bonnet is locked, and when I am abroad I always leave the key at home for fear of losing it."

The 15th International Veteran and Vintage Rally has been granted to South Africa and will take place from March 12 to 22, 1974. It will start in Cape Town and finish in Durban. The event is restricted to cars made before December 31, 1930 which can complete 250 miles in eleven hours. Due to accommodation difficulties the event will be restricted to about 125 cars, with overseas entrants confined where possible to a maximum of four persons per car. Those interested should write to J. C. Thompson, Entry Liaison Officer, P.O. Box 1175, Pietermaritzburg. Entries will be accepted on a first come first served basis.

Another far distant event, but still in embryo, is an Antique Car Rally which is proposed to be held in Turkey next year in connection with the 50th anniversary of the founding of the Turkish Republic, the first Istanbul Festival, and the opening of the new bridge across the Bosphorus.

Anyone interested should write to Tony Ambrose, Lasswade, Greenham Common, Newbury, Berks.

Fred Watson's well loved "Tulip", which has always attracted much appreciative and admiring attention, has gone to fresh pastures. We publish on page 12 a short history of this endearing vehicle which Fred has written for us, together with a selection of pictures, and we hope that we shall still see it from time to time at Club meetings.

This is our final edition of the Record, and we have made it a "bumper" one to mark the occasion. Iris Terry, whose account of her husband's prize-winning 25/30 continues in this issue, has generously volunteered to produce one Record a year in future. So from now on all contributions, reports and photographs should be sent to Mrs. S. R. Terry, Delcroft, 32, Blackroot Road, Four Oaks, Sutton Coldfield, Warwickshire.

All members will be grateful to her for taking on this task, and we are sure that she will make an enormous success of it.

We take this opportunity of thanking most warmly all those who have helped us with their contributions, both written and photographic, during the past five years; also David and Betty Dale for their speedy and meticulous proof reading. Apart from those who faithfully reported our events, no easy task when it comes to finding something new to say, we are most grateful to those members, many of them Honorary, who responded to our requests for articles, and to those members, few but all the more appreciated, who actually sent us unsolicited material. In all our five years of editorship, only one member refused point blank to help us.

And so goodbye, and a very Merry Christmas to all.

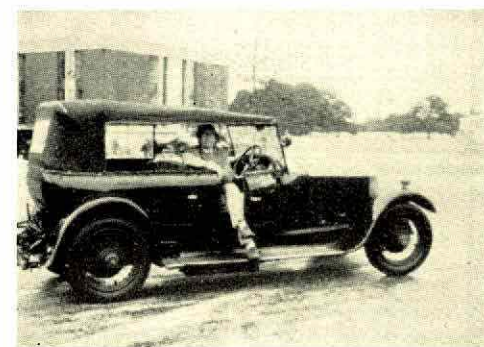
Ian and Melanie Munro,
Calvert's Cross, Jordans, Bucks.

20-GHOST CLUB 20 QUESTIONS

1. There were three Coach Builders by the name of Mulliner at one time building on Rolls-Royce Chassis. Give the three towns in which they were located.
2. Who was Sir Arthur Sidgreaves?
3. What well known Rolls-Royce Coachbuilder built the body for Sir Malcolm Campbell's "Bluebird" when he won the World Land Speed record at Daytona Beach?
4. Which has the greater engine capacity in c.c., PII or PIII (a bonus mark if you can quote the c.c.'s)?
5. What do you associate with Pym's Lane?
6. Who financed Rolls-Royce to develop the "R" engine for the last Schneider Trophy Race?
7. In 1931/32 Rolls-Royce built a small car which never went into production. What was its name?
8. Where did Mr. Royce live at the time Rolls-Royce cars were made in Manchester?
9. Where is there a statue to Charles Rolls?
10. What was the name of the first Company Secretary of Rolls-Royce?
11. You most probably have seen an Enots grease-gun. Who made it and how did it get that trade name?
12. If you found a PII with a chassis number prefixed with either AJS or AMS what would be special about it?
13. What do you think the Gutless wonder was or is?
14. If you owned a "Shadow" you would have a rat-trap as well. What is its function?
15. What other Company was interested in the purchase of the old Bentley Company at the same time as Rolls-Royce was negotiating?
16. What are the chassis series letters of the first PIII and what date?
17. Where was the Coachbuilding factory of Messrs. Salmons?
18. Rolls-Royce made a 6-cylinder car before the "Silver Ghost". What was it?
19. When was the first "Silver Shadow" marketed?
20. Which Rolls-Royce Retailer was winner of the "500" mile race at Brooklands with Frank Clement as co-driver?

Sandhurst Driving Tests

Sunday, July 2nd,
1972



The Organiser . . .



. . . and his assistants

The particular interest of this year's event was that for the first time we had entered (in a manner be it ever so stately) into the field of international competition. The Atlantic Region of the R.R.O.C. had, on his leaving the U.S.A. for this country, given to their member Mr. Derek Mallalieu, a trophy which he could use as he chose, and he had decided to award it to the winning Club in a Driving Test contest between us and his old friends in the Atlantic Region. Obviously the tests would have to be identical (as near as may be) on both sides of the Atlantic, and the result judged by comparison of a team of three cars in each club.

The day did not so much dawn as creep awake under a leaden sky, with rain on our windscreens. Not our Sandhurst weather, but, as we arrived, the rain stopped, and fortunately held off until we started home again.

The tests last year had been imaginative, and some thought a little hard on the cars—though it really depends on how hard you like to drive. This year the tests were easier; in particular the "garages" seemed to be of Mae West proportions.

The first test was simple and required no more than a drive to a stop line and then the ability to reverse long enough to get a crick in your neck. The second test was "garaging", and dead easy for the smaller cars. The third was a combination of two garages and the wiggle wobble (no, please, nothing to do with Mae West this time). Weaving between pylons at speed is partly brute strength in whipping from one lock to the other and partly a discovery of how hard you are prepared to drive the car. The ladies may be reassured by the fact that my wife got round as fast as I did; it can only have been because I have always believed that every car (like every ship) has a soul.

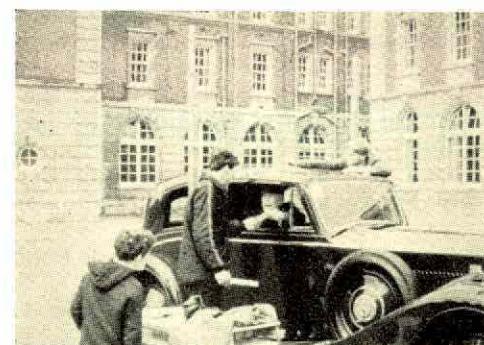
The fourth test, guessing the height you can get under and the width you can get through, was the usual con-trick. First of all the six-footer who adjusts the height bar kept crouched down in a huddle, so I couldn't judge the six feet I need to clear my roof; and second, they (just who is or are "they"?) had staggered the width posts, so that you couldn't get a true picture. All I did was get through and under.

The fifth test was fascinating. Basically, you had to drive like hell round a pylon and then reverse even more so back round it. I know that officially I was supposed to be following Nicholas Taylor in his own Twenty; but watching him I could only see a blur and what might have been Nicholas—or was it Andrew? I knew it couldn't be Susan, for her hair would have been streaming in the wind like those Shell advertisements.

The interesting thing which came out of the results is that the winner Andrew Taylor in a 1934 20/25 only beat the second, Dick Colton in a Silver Wraith, by one mark.

Our gratitude for a splendid day is due to the organisers and the marshals, and especially to the Clerk of the Course, Mr. Bence-Smith-Cranmoor.

FRANK HELLINGS (Pictures by M. Bukht)



Testing height . . .



. . . and internal capacity

<i>Name</i>	<i>Year</i>	<i>Model</i>	<i>Test</i> <i>1</i>	<i>Test</i> <i>2</i>	<i>Test</i> <i>3</i>	<i>Test</i> <i>4</i>	<i>Test</i> <i>5</i>	<i>Total</i>
<i>Class I</i>								
A. Taylor	1958	S.C.I.	38	32	24	35	36	165
R. W. Colton	1951	S.W.	42	36	25	30	32	166
N. Taylor	1958	S.C.I.	42	34	23	60	34	193
A. Heathcote	1955	S.D.	47	45	27	85	38	242
E. C. Flynn	1955	S.D.	69	99	33	35	50	286
W. F. Watson	1913	SG	56	118	52	55	41	322
(Driver H. B. Poulter)								
R. B. Honnywill	1936	PIII	99	194	59	300	64	716
(Driver R. H. Honnywill)								
<i>Class II</i>								
P. Taylor	1927	20	47	39	27	23	38	176
Mrs. F. Hellings	1927	20	66	91	41	45	49	292
F. Hellings	1927	20	79	62	41	85	41	308
D. W. Hellings	1927	20	64	59	36	150	38	347
N. Taylor	1927	20	43	34	37	270	33	417
<i>Class III</i>								
J. W. Squire	1930	20/25	56	55	39	55	43	248
Dr. H. Watson	1931	20/25	76	86	37	15	68	272
Miss S. Taylor	1934	20/25	60	55	33	90	42	280
R. H. Harrison	1935	20/25	76	113	37	50	50	326
A. Heathcote	1938	25/30	61	105	36	90	40	332
J. I. Yates	1939	Wraith	124	97	42	55	49	367
A. Taylor	1934	20/25	45	40	27	260	40	412
H. E. Marshall	1939	Wraith	91	106	35	400	109	741

R.R.O.C. Atlantic Region					
<i>Name</i>	<i>Car</i>	<i>Height & Width</i>	<i>Garaging</i>	<i>Wiggle-Woggle</i>	<i>Score</i>
Ted Mintz	Silver Dawn	5	40.2	31	76.2
Bill Lueddeke	Silver Cloud	45	39.8	34	118.8
John Dennison	20/25	65	45	31	141
Total Penalties					336
20-Ghost Club					
Anthony Heathcote	25/30	90	105	36	231
Richard Colton	Silver Wraith	30	36	26	92
Nicholas Taylor	20	270	34	37	341
Total Penalties					664

IAN MUNRO

St. 21
Allgemeine Automobil-Zeitung
Seite 41

ROLLS-ROYCE

Der beste Wagen der Welt!

3
Jahre
Garantie



40
HP
6
Zyl.

Ein interessanter Rückblick!

ALPENFAHRT 1913

Punktlos! Sieben Preise!

... Tag für Tag erklimmen die vier Rolls-Royce Wagen, knapp hintereinander fahrend, diese Steigungen nicht nur viel schneller, sondern auch mit viel größerer Leichtigkeit und Cürsüchigkeit als alle anderen Konkurrenten ... (Financial Times, 15. Juli 1913)

... Die Rolls-Royce Wagen trugen den Kutschberg mühelos hinauf, der Anstieg einer Gruppe von Wagen, welche die Bergstraßen gleich Windspielen hinastiegen, war wirklich beängstend. ... (The Autocar, 12. Juli 1913)

... Alle vier unserer stiefsten Bergplätze mühelos erklimmen, kehrten alle vier Rolls-Royce Wagen nach Wien mit der gleichen Pünktlichkeit am Kühler zurück. ... (Neue Presse, 6. Juli 1913)

... Das brillante Abschneiden der Rolls-Royce ... (Freundenblatt, 6. Juli 1913)

General-Repräsentanz für Oesterreich-Ungarn

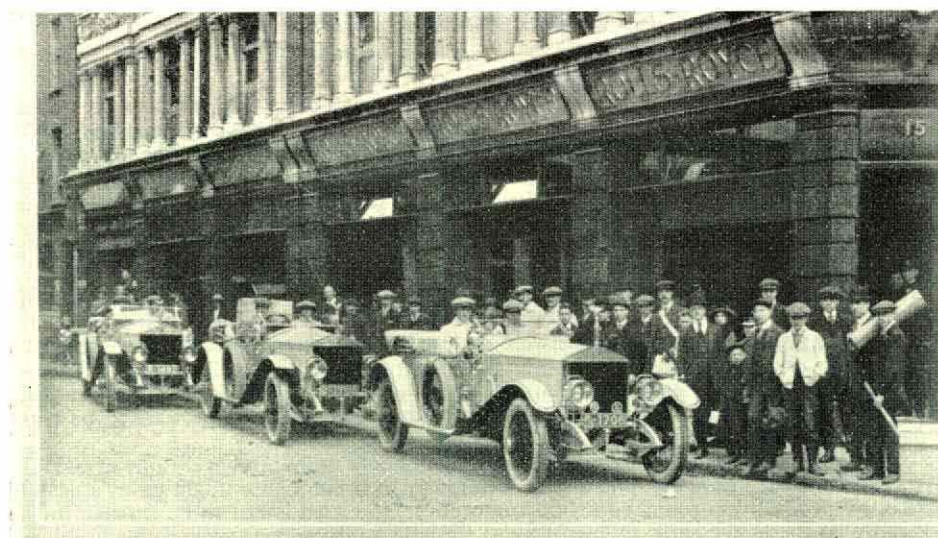
Wien, I. Tegetthoffstraße Nr. 4.

Telegr.-Adresse:
Rollsroyce.

Telephone
Nr. 11.958

Scenery played a less important part, perhaps, on the last two days than previously, although it did include a very attractive run through Istria and over the Monte Maggiore Pass down to the bay of Fiume. When in sight of Fiume the cars headed northwards and circled round to Gorz, and for a time followed the Predil route which had already

There was the usual bunch of highly interested spectators at the summit to watch the cars make the ascent, or fail. As usual, the Rolls-Royces showed to particular advantage, and they have earned golden opinions on the road even though two of them did lose a mark for engine stoppage at the start from Salzburg.



Drei der Rolls-Royce-Alpenwagen.

Sherborne Castle

Sunday, July 16th, 1972



Idyllic setting

(I. Munro)

On one of the hottest days of the summer the Yeovil Car Club, in conjunction with Eldridge Pope & Co., the Dorchester Brewers of Huntsman Ales, staged a "Cavalcade of Motoring" at Sherborne Castle. It was a tremendous event with about 100 motor cars of all shapes, sizes and makes ranging from 1903 to 1972. It was the first such show that the Club has staged.

Competitors' cars were divided into nine classes: pre-1904, 1905-18 (Veterans), 1919-30 (Vintage), 1931-39 (Post-Vintage), a Modern Class sub-divided into 1940-54, 1955-64, 1965-69 and 1970-72, and a Class 9 for "Historic Commercial Vehicles," of which seven turned up, including two steam-engines.

Three 20-Ghost Club members had cars entered, Cecil Flynn's Hooper Silver Dawn, Ian and Melanie Munro's Silver Wraith, and my own PIII. Each was second in its respective class.

Needless to say perhaps, Rolls-Royce predominated with 15 entries ranging from 1920 to 1969, but Austin had 11 (1914-37), Alvis 9 (1934-67) and Bentley 8 (1925-64). Many other makes were of course represented but only in comparatively small numbers, including one gorgeous little single cylinder two-seater Swift of 1911, most beautifully kept and third in its class.

The judges had a well-nigh impossible task; how do you equate a PIII, an Austin 7 Ruby and an Alvis Speed 20, all of the same year? They are to be congratulated on so ably completing their laborious and very hot task.

It is noteworthy, perhaps, that Rolls-Royce, with 15% of the entries, produced six of the sixteen prize-winners.

A word should be said of the setting; Sherborne Castle (1594 onwards) overlooks to the East its 12th century predecessor, now a ruin; to the North the Abbey dating from the 8th century, and to the South, where the Rally was held a beautiful valley filled with superb trees and waving cornfields. It is difficult to imagine a more idyllic setting for such an event, and this coupled with the magnificent weather made it indeed a most memorable day.

DICK HONNYWILL

(Austrian Alpine Contest, continued from previous page.)

Parenthetically, I may mention that an incident which occurred at Trieste showed the interest that had been aroused by the splendid running of the English contingent. Prince Hohenlohe, the Governor of Trieste, was anxious to see the interior of a Rolls-Royce bonnet, but as all the cars were sealed in four places his wish could not immediately be granted. However the Sporting Commission considered the matter, and by special permission the seal was removed from the bonnet of No. 1 car, and the Prince was able to gratify his desire.

The night was spent at Klagenfurt, and then came the final tussle. Sunday's run in to Vienna was not only the longest of the whole contest—418.1 kilometres to wit—but was designed to effect a *coup de grâce* to any car which was not capable of surviving the most drastic test that cars were ever put to in the whole history of motoring. Not only, in fact, had the dreadful Stubalpe to be crossed, but the cars were made to approach it by way of roads of the most horrible type, instead of by the main road from Graz. Such stones and such ruts have never been seen in any previous contest as were endured on Sunday, June 29th, ere the Stubalpe itself was reached.

As for the pass itself, it may be explained that it rises to 5,416 ft., with stiff gradients; but neither height nor steepness is the chief factor. The road itself is unique in badness, which is the more to be regretted as it offers several panoramas in succession of the superbest kind.

There are over three hundred *caniveaux* within a space of twenty miles, and every one of them is a horror itself. Any driver who did not know the road and go cautiously in consequence might easily smash up his car. As one of the Rolls-Royce drivers found to his cost, moreover, the road is not to be trusted, for in taking a *caniveau* tangentially he found the earth falling away at the side, and the back axle pointed one way and the front one was inclined at a totally different angle. As the engine did not stop, however, he was able to back down on to the road and get going again without incurring any penalty; but it was a narrow squeak.

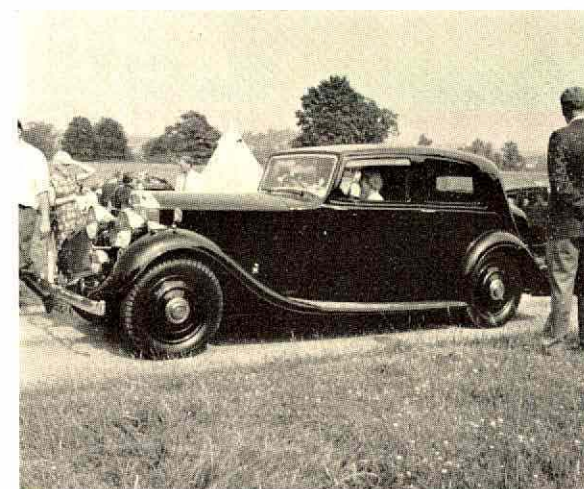
(The Car, July 9, 1913)

(Ed. Note: A *caniveau* is an open channel across a road for carrying away flood water.)

Rolls on a Shoestring— from the feminine angle Part II

As we awaited the judges two incidents occurred which may be worth recording for future concours enthusiasts—one pleasant, one not so good. The first concerned an American, who had come from Hyde Park with the American Party. To our incredulous surprise he asked if Penelope was for sale. The thought of selling Penelope then was beyond our comprehension but had we been of a more avaricious frame of mind we might so easily have been tempted and let what later turned out to be a small gold mine slip through our fingers, quite apart from being deprived of the immense pleasure and innumerable friends she gave us during the next ten years. The second incident was fortunately avoided by a quick-thinking friend. A small boy among a group of spectators pointed a toy gun straight at Penelope's nearside door. Only speedy action prevented a near catastrophe because the damage could have been disastrous. We had no other car to use and even if the repair had been completely satisfactory it would have been far more than we could afford.

As some members will no doubt remember, to our delight and surprise Penelope won her class and we left Blenheim with the first cup we were to win there. It was at this meeting that we were invited to become members of the 20-Ghost Club. Our success encouraged us to try again or at least enter the car and see what happened. At the Midland Rolls-Royce Club annual meeting at Ragley in July 1962 we came second overall and runner-up to the Ed Turner Challenge Cup, a trophy we went on to win another year. In September 1962 as members of the Vintage Sports Car Club we entered Penelope for the Madresfield Concours d'Elégance, an annual event held at Lord Beauchamp's estate, which lies in the foreground of the Malvern Hills. Here we were first in the PVT class and we were especially delighted at our achievement as the judges were Brian Morgan and Richard Wheatley, whose expertise and critical approach to judging is well known and at that time both were members of the 20-Ghost Club. This led us to enter for the 20-Ghost Concours d'Etat at Burleigh House. Richard was convinced we had no chance but agreed it would be a pleasant day out. With feminine intuition I had a feeling that we might be lucky. As with horses my hunch came home



Up for the Cup at Ragley

and we came first in our class. Richard received some beautiful glasses, engraved with the Club crest, from the Marquess of Exeter.

By now our appetite had been well and truly whetted and what had started as an apologetic attempt to clean and polish our only car developed into a desire to bring the car up to a really high standard. What was more, Richard had begun to show those who maintained that a car could only reach high concours standards if it had been completely stripped and rebuilt, that it was possible to reach a certain standard with a car in everyday use. It was true it occupied all our free time and any fault, mechanical or otherwise, Richard had to deal with when he got home in an evening. Fortunately as far as I can recollect little did go wrong with Penelope but there are always small things to be attended to, which take twice as long for the amateur to remedy.

Having reached a certain standard we had begun to realise that Penelope was an exceptional car and how fortunate we were to have found her. She was completely original in condition, the engine was now clean, the bodywork polished bright and the boot, when opened, revealed polished tools laid out in the lid and in the boot itself thick hide fitted suitcases, which never failed to attract attention. At this time building was going on outside Richard's works and daily gusts of sand were being blown down the road and not only



Penelope and Proprietor

covering Penelope but getting inside the bonnet. It seemed the time had come to find another everyday car if we wished to preserve the Rolls and it was obvious that her value had increased. So Penelope, who belonged to the works, was transferred to Richard, and Phoebe, a 3-litre Alvis, a 1951-52 model, later to be replaced by a Grey Lady in silver and maroon, became the every-day car.

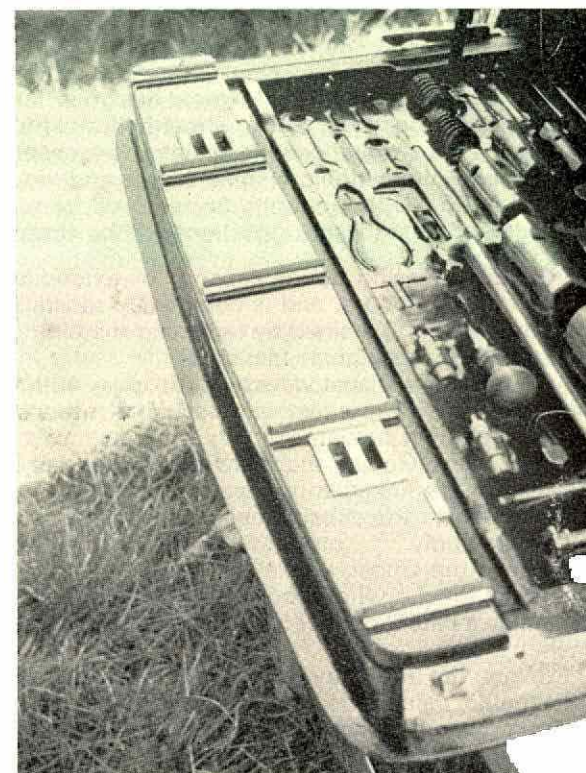
Penelope now reigned supreme and we began to work on her most evenings and weekends. It was hard work, our fingers and backs ached but we found it an enthralling hobby, one we could enjoy together which enabled us to forget the problems and frustrations of everyday work; moreover we could see results for our efforts. We polished and cleaned and the more we did surprisingly the more we found to do. Throughout the summer of 1963 our weekends were taken up with car events, not all concours, but events through which we made a wide range of friends. The major concours events we went to in 1963 included the Newbury Round Table Charity at which Judith Chalmers presented the awards, the 20-Ghost Concours d'Etat at Biggleswade, where we saw the fascinating collection of vintage aeroplanes, the Opening of the Midland Motor Museum at Measham (now unfortunately closed), the Oxford Freedom from Hunger Rally at Blenheim, the Vintage Sports Car Club at Oulton Park, the Rempstone Traction Rally in aid of the Blind, run by a 20-Ghost Club Member, Geoff Duce, and the Midland Rolls-Royce Club annual concours at Ragley. The last two events took place over one weekend, Rempstone on the Saturday and Ragley on the Sunday. On Saturday a light drizzle turned into a steady downpour and by the time we

were asked to parade in the arena it had become a muddy, coal-dust bog, which clung to the chassis and bodywork and not even torrential rain all the way home had much effect in shifting it. There was really no alternative but to roll up our sleeves, put on our working togs and hose the car down. The engine and inside the car were clean but the boot was speckled with raindrops. We washed and leathered the chassis and polished the boot and that took us until nearly midnight. The next morning, as often happens, a brilliant sun and cloudless sky greeted us. Somehow we found the energy to polish Penelope before we left home and made our way to Ragley, where last minute cleaning was done. Despite the rain our extra efforts brought success and in both events Penelope was class winner and overall winner.

Later in the year we went down to Weston-super-Mare for a meeting in aid of charities. On this occasion it rained all the way but as we drove into the parking area the sun was shining brightly and we could hardly blame the marshalls for looking at us in disgust. "Fancy bringing that dirty old thing here" was written all over their faces and one even failed to disguise his astonishment on hearing that we were one of the competitors. We had started early to avoid the traffic so there was time to put things right. We filled our bucket with water, got the cleaning tackle out and set to work. It was a case of all or not at all. By now we had a regular routine for such emergencies, finishing up with a final polish with black boot polish on the tyres (Richard has now found something far less arm-breaking and equally effective), the rubber on the running boards and on the foot pedals. Some two hours later we stretched our aching backs, put the cleaning tackle away, found a welcome noggin and relaxed. It was then that one of the marshalls came up to enquire if it was the same car—heaven knows what he had been doing while we had been working.

May 1964 saw an event that Rolls-Royce and Bentley owners will never forget—the first International Anniversary Pageant at Goodwood. I am sure readers will not mind me going over that eventful weekend from our personal point of view. We knew the competition would be keen but we also knew it would be an event unparalleled in the history of car gatherings. We had been asked to take Penelope in the parade of cars and naturally we made every effort to see that she was at her best. We decided to stay at The Ship at Chichester, close to Goodwood, and to go down the day before as we had to be at Goodwood early. On the Lichfield-Coleshill

Road we joined up with Richard and Dorothy Wheatley, who were in their Bentley, and went together in convoy. We started with both cars gleaming and were lucky in the weather most of the way. At Midhurst a gentle, soul-destroying drizzle began and so on seeing a covered ramp at a garage at which we stopped to refuel, just outside Chichester, we decided to stop and clean the chassis using the ramp. By the time we had finished cleaning her completely the clouds had dispelled and the sun was out. The garage mechanics watched with amazement. To them it was quite unique to see a Rolls owner cleaning his own car, let alone his wife helping him! We left with a host of good wishes and made our way, less than a mile, to the hotel. Alas, a few yards beyond the garage a lorry came belting down towards us and in a few seconds we were covered with muddy water from roof to back bumper. That evening in a dark garage we attempted to clean her again. Richard crawled under the chassis trying to clean the dirt from the puddles aided by a dim torch and I washed, leathered and polished the body in the fading light. Early the next morning the car park of The Ship was a hive of activity as cars emerged from garages and owners gave a final finish to their cars. It was a lovely day, the sun shone high and Sussex in May has a special appeal and charm. We drove up to Goodwood, once a famous racing track. We found a fantastic, international gathering of Rolls and Bentleys. After a quick dusting over of Penelope we had plenty of time to wander around, meet old friends, inspect new cars, discuss problems and admire the brilliant collection of cars. In the afternoon we joined the parade and experienced for the first time the feel of going round a famous race track, not that our leisurely crawl was anything like racing but it felt good just to be there. A small assembly of vintage aeroplanes had joined the meeting and in the display I remember a Spitfire circling round and looping the loop—a reminder of the early days of the last war. It was a delight to see this little plane weaving and banking as it had done over two decades ago.



Tool kit in the boot lid

After the parade, during which we had Lord Montgomery's staff car behind us, we were directed into the prize winning area. Here Her Grace the Duchess of Richmond and Gordon was presenting the awards. We found we had surpassed all possible expectations for not only had we won 1st in our class but had succeeded in winning the Caffyn Award for the Best Small Pre-War Car, a beautiful silver cigarette box. Not a bad effort for a car that had never been rebuilt, was completely original in every way and had covered quite a number of miles in the four years prior to her ultimate acceptance as a car eligible to enter any Concours d'Elégance or Concours d'Etat.

IRIS TERRY

FIRE ALARM

I had an awful shock a few weeks ago. When descending a steep hill near Bristol something caused the engine compartment of my 20/25 to burst into flames. Eventually I was able to extinguish the fire with the help of a man living nearby, and a couple of travelling rugs. I thought that the fire was caused by a fuel leak, but I have since discovered the real reason, which was leakage of chassis lubricating oil from the reservoir tank on the dash.

I found that there was no sealing washer on the filler cap, and as the tank had been grossly over filled, the tilting of the car when descending the hill poured the oil over the hot exhaust manifold and burst into flames.

I hope this experience of mine will be accepted by members as a warning not to over fill this oil tank, and also to ensure that the sealing washer is intact.

LEONARD TAYLOR

Gilding the Lily

Tampering with Henry Royce's great design is hardly in the spirit of the Club. However, maintaining and driving a post-war Silver Ghost half a century after it was built can be even more enjoyable if a few minor modifications dictated by experience and modern conditions are considered. I respectfully suggest below some simple and virtually invisible modifications arising from 24 years of driving 45 SG in a country far removed from the Works or expert assistance. I am not a motor engineer, so trust these suggestions will be accepted in the spirit in which they are meant.

ENGINE. Increasing the oil capacity by extending the sump tap by 1 in. has been previously discussed in the Record, and is completely satisfactory. When draining the oil, a further pint or two of dirty oil can be drained by removing the plug under the timing case. I have never seen this plug mentioned in instruction manuals.

"Stellited" exhaust valves will do away with the need for frequent valve grinding and eliminate burnt valves. The process is remarkably reasonable but valves so treated have to be faced with special grinding equipment.

On many Ghosts the extra oil supply has been disconnected to cut oil consumption. This device can be linked to a separate control to give valuable extra oiling on starting or warm-up. On cars where the exhaust cut-out has been removed, the foot pedal can be used to operate the extra oil supply.

Since the Ghost, unlike the Phantom I, has no spring-loaded fan belt tensioning device, the tendency for the whittle belt to slip can cause overheating in hot countries. An industrial V belt, joined by a patent connector, will give a cooler running engine and will not require constant adjustment.

When the undertray is removed, the opportunity can be taken of making the front vertical panel detachable, using lugs and small wing nuts. In this way the rear sump bolts can be reached, and the sump removed without the need to remove the bulky undertray and exhaust pipe.

A pressure lubrication fitting screwed into the oil hole of the clutch coupling will enable this rather troublesome component to be filled with grease which will quieten it and cushion the slight wear which is so hard to eliminate. Partially filling the central section with a wooden plug will mean that less grease need be carried in the coupling.

BRAKES. I have had fifteen years of regular use from one set of bonded brake linings (two wheel brakes) which should be proof of the suitability of this method of fixing linings to the Ghost foot brake shoes. Scoring of the drums by rivets is eliminated. Undignified brake squeal can usually be removed or greatly reduced by fixing a strip of some vibration damping material such as $\frac{3}{4}$ " webbing around the drum. The webbing can be tapped into the space between the two inner cooling fins and drawn tight with a clamp made of $\frac{3}{16}$ " or $\frac{1}{4}$ " brass rod.

STEERING. Low speed wheel wobble, which is a particular curse on cars fitted with 700 x 21 wheels, is caused by a lack of friction in the steering system. Accepted practice is to over-tighten the cross tube ball joints, thus introducing friction in a rather crude fashion. A complete cure can be effected by making up a simple clamp-on damper using a friction shock absorber of the André type which can be of the smallest size. This can be mounted unobtrusively behind the front axle using the "U" bolts and an adaptor plus a stock linkage clamped to the cross tube. The device is adjustable for varying road conditions and causes no noticeable increase in steering effort. Incidentally, over the years the hard rubber rim of the steering wheel becomes caked with grime, especially in the deep finger grooves. By jacking up the front wheels, the steering wheel can be revolved with its lower rim immersed in a baking tin of hot soapy water and the dirt soaked off. The rim will turn a curious yellow colour as it dries but will soon darken with use and a little polish.

FRONT SPRINGS. Should you have the misfortune to break a front spring main leaf, a fairly common occurrence abroad, it is unlikely you will find a smith able to make a blade with the characteristic forged eye. If the normal wrapped eye is made from steel of the correct thickness it will be too large to fit into either the shackle or the eye of the dumb iron. A blade can be made of thinner steel, the wrapped eyes of which will fit the shackle and chassis, and a second "supporter" blade placed full length underneath, to make a satisfactory spring.

LIGHTING. The various light dimming systems, with the exception of the Barker tilting lamp arrangement, are hardly acceptable in modern traffic, and twin-filament bulbs are almost essential.

The standard Ghost bell-shaped Lucas headlamp and the later but similar PI lamp can be easily converted to take the modern Continental twin filament bulb. This is the type of bulb that has a metal shield over one of the filaments and has a large mounting flange together with three tabs protruding from the rear. Remove the original bulb holder and carefully enlarge the resultant hole in the reflector with a round file until the bulb base with the three tabs can just be pressed through *from the front*, the flange coming to rest against the reflector. A light tension spring can be used to hold the bulb in position. By a lucky chance, this position of the modern bulb should give excellent focus, a good light and flat topped dipping, in spite of the absence of fancy moulded lenses. Yellow bulbs of this pattern are readily available for the Continent. The small-base twin filament bulb, without the filament shield is useless for converting these old lamps, there being no discernible difference between bright and dim.

TRAFFIC SIGNALS. In South Africa flashing signals are now obligatory, and the ruling has been accepted cheerfully by enthusiasts in the interests of safety. Modern flasher lamps, usually of plastic, will become a Silver Ghost but the existing sidelamps are invariably large enough to accommodate a brake lamp bulb with one bright (for the flasher) and one normal filament, with no alteration in appearance. At the rear an additional pair of vintage type tail lamps may be neatly fitted in the required position. There is no need for a complicated flasher unit with its complicated wiring as there is available (at least in South Africa) a little clockwork switch incorporating a make-and-break which is simplicity itself to wire up. I think something similar may be found on London taxis, but the old type of Lucas time switch meant for semaphore indicators will not do.

I trust the foregoing will not cause raised eyebrows among purists in the Club, but in 45 SG I have a 50 year old car that can cope with modern traffic conditions, day or night, without proving a hazard to other road users, and is reliable and easy to maintain. Although it embodies some modifications in this regard, it remains a normal looking Rolls-Royce of its era.

R. H. JOHNSTON



Visit to Cheltenham College

September 24th, 1972

This happy event was unfortunately marred by the enforced absence of its primary organiser, Ivan Yates, himself an old Cheltonian with a young son entered for the College, who at a late date suffered a heart attack in Germany, spent some time in a Munich hospital, but is now, happily, back in the U.K. He has been told by his doctors that he must take things very easily for four months after which, provided he does not overdo it, he should be able to lead a normal life. We were all much distressed that he was not able to be there and, with one accord, we wish him a satisfactory recovery and many more years as an active member.

As a result of Ivan's collapse, all the arrangements were nobly taken over, almost at the last moment, by our indefatigable Secretary, Fred Watson, with the able assistance of the Rev. Salter, who, as a friend of Ivan's and an erstwhile Club Member, had arranged most admirably our reception and entertainment. (He has had to dispose of his 20/25 due to lack of space at his Lincolnshire home and lack of time in term to give it attention at Cheltenham—where he can, from time to time, sight it much to his satisfaction.)

It was a glorious day and many of us had left home in brilliant sunshine but, alas, at Cheltenham, though dry, the skies were overcast and there was a cold east wind; so we were denied the pleasure of an open air picnic on the beautiful grass of College Field where our cars were safely parked on the hard ground. The hoped for picnic lunch was taken in the shelter of the cars themselves. Sadly, there were only eight which turned up, the *pièce de résistance* being Major Pitt's 1912 S.G. Of the rest there were two P.I.s, one P.III, Flynn's Hooper Silver Dawn and three S.C.I.s. With so many like models, it was decided that no "judging competition" by the boys was appropriate.

However, after lunch, many were able to give short drives round nearby streets to the boys, who gave signs of great appreciation. Other boys led parties round the College to their great satisfaction; it is notable that, although the College can take only some 420 boys, no less than 347 gave their lives in the last war, a fact of which no school could be less than proud. Additionally, no fewer than 13 V.C.s can be listed amongst Old Boys, of whom Edward Wilson of Scott's Antarctic Expedition, though not decorated, is perhaps the most illustrious.

After the drives and the tours of the College, a most magnificent tea was laid on by the College in their lovely dining hall, the former Chapel which was replaced in 1906 because its acoustics were so terrible! After this, we departed individually with, to Fred Watson's relief, no speeches but many sincere thanks to those who had so generously contributed to our entertainment.

DICK HONNYWILL

The Tulip and I

by Fred Watson

1543 was delivered to Mrs. Benger, a member of the family that gave its name to the then famous baby food, of The Grange, Knutsford, Cheshire, close to the home of Henry Royce, in 1911. It was fitted with a Tulip backed limousine body by Joseph Lawton & Co.

It had four bevel glass windows in mahogany frames, and the large window behind the driver is framed by two small curved glass windows. The inside was finished in walnut veneer with Bedford cord upholstery. What is very interesting is the fact that the bill for service carried out at Crewe shortly after the Great War giving all details is still with the car's records.

After the death of Mrs. Benger the car was sold by her executors in 1920 to Dr. H. Ray, an eminent Manchester gynaecologist, and a lot of correspondence and bills from the Company are still in the records.

In 1946 the Company received a letter from the late Dr. Ray's daughter saying that her father's 1911 limousine was still in their coach house, and enquiring if it was of any interest or monetary value before they discussed the matter with a motor trader. The Company notified Stanley Sears, thinking he would be interested in acquiring it for his collection. Stanley immediately went to see it and bought it for something less than £150.

At that time Stanley had a collection of some 14 Rolls-Royces in various states of repair. The pride of his fleet was 1721, which had just been completely restored. I saw the car first in 1947 and tried to persuade Stan to sell it to me as he had a perfect 1911 in 1721. He was not inclined to sell it then, but promised me first refusal should he decide to part with it.

Some time later he sold the farm where the collection was housed, disposed of several cars that had been "bastardised" after the war, and offered me 1543 on condition that I had it completely restored. That was in the summer of 1949.

When I contemplated what had to be done I nearly lost heart as the car was a wreck. The upholstery in the front had been destroyed by moths and rats, and mice had nested in the back for very many years. All the brass was black, and when all screws were removed there were eight wooden boards carrying different sizes for burnishing. The walnut veneer, however, responded marvellously to polishing, and an iron only had to be used where one corner was coming away. The engine and chassis were excellent, and apart from cleaning needed no attention, not even a decoke.

I eventually took delivery of the car in April 1950, and attended my first rally with the V.C.C. at Old Warden. This proved a very harassing experience as the carburation went haywire, and we struggled home with the utmost

difficulty. This trouble was soon overcome, and from that time we attended nearly all the V.C.C. events all over the country, collecting many awards in the process. I averaged 2,000 miles a year up to 1957. In 1951 I took the car to Copenhagen on the V.C.C. Rally.

The only unfortunate incident happened en route to Derby for the 20-Ghost Club Jubilee Rally, in 1957. Skit Poulter was driving when he was somewhat disconcerted to see the off-side front rim and tyre speeding down the road in front of the car. In fear and trepidation as to what would happen he pulled up very slowly. Marvellous to relate, this operation was completely successful and he came to rest with the minimum of difficulty. Unfortunately the rim and tyre which careered down the road met a new Riley head on, pushing the engine back and causing very extensive damage. The poor people were off on a continental holiday. I was driving the Alpine ahead of Skit, and luckily, missing him in my rear mirror, soon returned. Having arranged rescue for the unfortunate and badly shocked occupants of the Riley, we turned to consider 1543.

There we were, stranded with a three wheeled veteran on a side road near Buckingham on a Sunday afternoon. There was a large country house nearby, so we went to make enquiries. We were indeed in luck, for the owner took a great interest and told us it could not have happened in a better place as there was an old firm of wheelwrights in the village who would be delighted to have such a job to do. We drove the car at 1 m.p.h. and left it in the coach house to go in search of the head of the firm whose name and address we had been given. Some two hours later, after several calls and a mile walk along the river bank, we found him quietly fishing. We explained what had happened, and he assured us that the wheel would be repaired in a day or two. Luckily we had decided to go up to Derby the week before the Rally so we were able to collect the car in time for it.

During recent years the annual mileage has dropped steadily till it reached a figure of under 200. I began to think of getting rid of it some three years ago, when I realised that my advancing years were making the swinging of her remarkably harder and not a very wise exercise. So when I got a good offer and was assured that the car would remain in this country and be used, I decided to let her go. She is now in the hands of an enthusiast, and I hope we may yet see more of her.

My total mileage during the 23 years of my ownership was 27,086, and the only claim on insurance was over the incident recorded above.



(Pictures by

M. Bukht)

Memories of "OL"

A Sentimental Saga

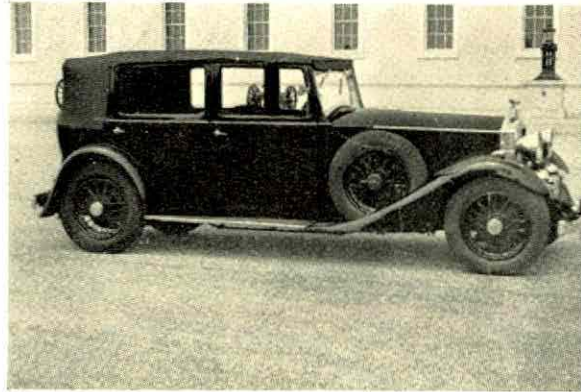
I am able to attend Club functions as an Associate Member once or twice a year (apart from the Annual Dinner), and on each occasion I experience nostalgic memories of GAU 55, which car gave me my entrée to the Club in October, 1958. However, let me start at the beginning.

In 1953 I was without a car, and was surveying the market. This had led me to believe that a second hand quality car was likely to provide better value than another new tin can. Being an engineer by profession (albeit of the electronic and radio discipline), I frequently visited the works of one of the larger telecommunication manufacturers located in South East London, where my contact (also an engineer) was the owner of a not very prepossessing Rolls-Royce — a 1929 20 Landalette.

During the autumn of that year, being then very anxious to obtain another car, my friend persuaded me seriously to consider a Rolls-Royce 20, or the like, and in his enthusiasm took me to inspect his car. He had ingeniously, but not very professionally converted the Landalette body into an owner driven saloon by removing the partition and fitting bucket seats. However, his mechanical restoration was on a much more professional level, and he had in the process re-built the engine, which was beautiful.

It was this engine which engendered my admiration for Rolls-Royce engineering, retained to this day. When my friend started his engine for my benefit I was spellbound. On slow tickover (if that is the right word) it sounded like a piece of precision machinery (which indeed it was) and in no way like any motor car engine with which I was then familiar. There was just a liquid sound, as though a crank or the like was being silently turned in very thick oil. A drive round the factory roads at 5 m.p.h. in top gear to demonstrate flexibility and low speed torque, convinced me as to the choice of my future motor car. I was given the name of Mr. Compton.

Taking myself off to Crystal Palace, I found GAU 55—a 1932 20/25—photograph here-with, standing polished and looking good in the Compton Showroom. Jack Compton allowed me to drive her a few miles around the district, and being duly impressed, I placed my order. I took delivery on the 21st December, 1953, from which date she served as my



only car until September, 1964, when she was changed reluctantly for an R Type, and has been missed ever since—rather like the loss of a family pet, as indeed she was, having in common with all pre-1940 Rolls, individual characteristics.

There are so many memories of those eleven years that it is quite impossible to do justice to the majority. All I can do is to select at random those which I think may be of some general interest. There is no doubt that ownership of a car of such character does have an effect on one's way of life, and indeed, in my case anyway, she was, I am sure, instrumental in shaping my destiny. Random memories or not, I think for the sake of fluency they should be recorded in chronological order, some technical, others sentimental.

A BIRTHDAY PRESENT

"The Old Lady" ("OL"), as GAU 55 became known, had an odometer reading of 52,274 miles on purchase. From a study of the history of the car (four previous owners) and its condition, it was apparent that the correct figure should have been 152,274 miles. "OL" had been well maintained and had been licensed throughout the War from an address in Harley Street, with the owner subsequently moving to Wimpole Street. If this implies that he was a medico, then it may be presumed that he could well have had the petrol to run it. When I took possession the body (by Salmon) and paintwork were in very reasonable condition, though the colour had been changed to black from the original grey. The engine was quiet, and consumed approximately one point of oil per 120 miles.

During the time she was with me, "OL" averaged 10,000 miles per annum, which means that when I released her to, I would like to hope, honourable retirement, she had achieved over a quarter of a million miles. She won the Club's Alpine Trophy in 1963, and a Third Prize at Sandhurst in some other year.

In 1957 "OL" celebrated her 25th birthday and mileage of approximately 200,000. She was down to 50 or 60 miles to a pint of oil, and was causing embarrassment and pollution at traffic lights after any period of engine idling. As a birthday present, I decided on a major mechanical overhaul. Firstly, I had the engine and clutch removed from the chassis, stripped and laid out for inspection. This was interesting, for it showed the attributes of a well designed engine, that is, all parts wearing very evenly. After inspection by and advice from the travelling R.R. engineer, the whole lot, plus the propeller shaft, were put into a packing case and sent to Hythe Road. The Rolls-Royce estimate was meticulous in detail and the epitome of efficiency, and even included four gallons of petrol for final test.

Needless to say, the engine was returned as new, virtually all moving parts having been replaced, to say nothing of a new cylinder head (at a cost of £60—I note from the "Record" that this work is now quoted at £500). All aluminium had been repolished and appropriate parts re-stove-enamelled—an absolute picture. It is of interest to note that after 200,000 miles, it was only necessary to hone (Rolls Royce do not re-bore) the cylinder bores to take 0-015" oversize pistons.

The bodywork also required some attention if embarrassment was to be avoided when attending Club events. The leather of the drophead hood was shrinking and cracking badly, and no amount of treatment with neat'sfoot oil or saddle soap had any effect. A new hood of Vynil was fitted and proved successful and good looking. This, together with a re-spray (including the wire wheels), restored external respectability. Internal respectability was restored by new carpets, new loose covers and attention to woodwork. The replacement loose covers were tailored as hitherto. I remember being amused when, on offering the old covers as a pattern, the tailor took offence and pointed out that I would not offer an old suit as a pattern when ordering a new one. I refrained from remarking that whilst I varied in shape and size between suits, the car seats did not. The new covers were, therefore, duly measured, cut, tacked and fitted before being finished (no stretch nylon in those days!).

LOST LADY

The first appearance of "OL" at any Club event was at Longleat on the 29th June, 1958, after which I was placed on the "interested parties" list. The car was inspected by Committee Members by illumination from the car park lights after dinner at a Club meeting on

the 12th September, 1958, at the East Arms Hotel, Hurley, in consequence of which, on the 3rd October, 1958, was I invited on behalf of my car to join the Club.

"OL" and I supported most Club events from then onwards. In this I was encouraged by my wife, whom I married just twelve months later. Although we both used to work very hard to prepare "OL" for Club events, we never seriously attempted prize winning at "Concours". Apart from the fact that neither of us is competitively minded, maintaining a daily use Rolls-Royce in concours condition is not a very practical proposition without the help of a "hired man". We entered an event for the social aspects, and in this respect neither of us can remember one which was not thoroughly enjoyed.

My wife always had the use of "OL" when she wanted her, even before we were married (which may of course help to explain how this came about), and she has her own memories of GAU 55. She can, for instance, tell the story of when she left "OL" outside her office on one occasion to be greeted by a male member of the staff with the comment, "I would love to see the old buffer who drives that." She replied, "If you stay long enough you will no doubt see." He found it difficult to believe his eyes when she drove away!

She might even be persuaded to tell of the time on our honeymoon when she not only knocked me down, but ran over me as well, as I was directing her into an hotel yard. This not only allowed her to convince me regarding her nursing abilities, but also ensured that she continued with the driving (to say nothing of the instilling of a little discipline into a new husband).

The "beginning of the end" came on the evening of Friday, the 22nd May, 1964, before the Goodwood Rolls-Royce and Bentley Pageant. We were staying on the outskirts of Portsmouth, and that evening we dined with friends at Cosham. Their house was in a side road, which was virtually a dead end except for a footpath on to Portsdown Hill. As we bade them farewell, we noticed to our horror that the radiator cap and "Silver Lady" had gone. Foolish really to trust even a quiet country lane, particularly as we had a dummy parking cap in the glove locker. To those who have not had this experience, it is difficult to explain the nasty taste that is left, and the car's character seems to change. Try as I might, I was at that time unable to obtain another "Silver Lady", but a friend very kindly lent me a spare he had. Needless to say, that one was never left unattended.

Somehow "OL" never seemed the same again, and with the increasing advent of motorways, I began to question her suitability as a daily use car, especially in view of the long journeys I had to do in those days. In September, 1964, my wife and I set off for four days in Hereford, to be followed by some touring. "OL" was looking very smart having attended a Club meeting at Camberley Horse Show the previous day, and was running very sweetly. However, after some 30 miles the end of the silencer blew out, and we thundered away for the remaining 45 miles to Hereford.

By this time, my wife was suggesting that perhaps it was time to change to something similar but more modern. I telephoned Messrs. S. P. Broughton & Co. at Cheltenham regarding a Mark VI Bentley which I had inspected in their showrooms a fortnight earlier, but it had been sold. However, they immediately came to see us with an R Type, which we liked. Prices for both cars were agreed, and sadly we watched dear "OL" disappear up the hotel drive, as stately as ever but regrettably still without her "Silver Lady".

Both my wife and I have missed her, if only for sentimental reasons, and we would much appreciate any news of her whereabouts. She bore the registration BWM 668.

On visiting Cheltenham some ten days later in order to complete the necessary paperwork, we learned that GAU 55 had been fitted with a new silencer and had been sold the same day she had been put in the showroom. Had either my wife or I known then that within a few weeks my wife was going to purchase a powered shopping basket in the form of a Fiat 500, which we subsequently used for all local journeys, we might still have been in possession of "OL", but such is life.

In conclusion, I would add that I never regretted owning the Bentley for six years. She was an attractive car (though the paintwork always left much to be desired), having about twice the acceleration and a much higher cruising speed and standard of comfort than the 20/25. The latter, however, had it all the way when it came to stateliness, sweetness, quietness and ease of servicing (especially "getatability").

MAX KEELING

Skew Bridge Rally

August 13th, 1972

On a fine, warm Sunday in August a disappointingly small number of cars arrived at the attractive grounds of the Skew Bridge Ski Club. Fred Watson came from the South Coast in his PII Sedan, the Harrisons in their 20/25 drop head coupé, and the Price family in their 25/30; and the turnout was supported by several locally owned Rolls-Royces including the Shadow belonging to John Wills, Proprietor of the Ski Club. Hugh Denton's sparkling 20 landaulette looked as attractive as ever and the Meachens' 1926 20 had come from Reading.

The weather in this dreadful summer chose to be kind and members took their picnics on the grass under the shade of the tree-lined embankment.

A concours was held of attending cars judged by members themselves to a set of rules provided and Harry Fergusson-Wood had prepared a Twenty Questions quiz of Rolls-Royce lore, which resulted in varying degrees of bafflement. The Quiz and the answers are reproduced on other pages of this issue.

Mrs. Mary Wills was asked to select the most desirable car and Mrs. Helen Meachen and Mrs. Wills presented the prizes to the winners.

Most desirable car:	W. F. Watson 1935 Phantom II
Concours 1st:	H. M. Denton 1926 20
2nd:	R. W. Colton 1951 S.W.
R.R. Quiz:	W. F. Watson

DICK COLTON

PRIZE PICTURE CONTEST

Harry Fergusson-Wood, himself a keen photographer, has very kindly offered a prize for the best photograph of Club interest (colour slide, colour or black-and-white print) submitted by a member during the 1973 season. Entries should, in the first instance, be sent to Mr. Fergusson-Wood, c/o the Secretary, not later than November 30th, for his adjudication. His selection of the winner and of those he thinks are in any case worthy of publication will be sent to the new Editor for inclusion in the Record.



Letter from America

Greetings to the 20-Ghost Club of England from the R.R.O.C. of America.

It is a pleasure to have the opportunity of reporting to you concerning the activities of our club. Every facet seems to have its motor in tune and its foot to the floorboards. 1972 got off to a fine start with our Board Meeting in Palm Beach, Florida, hosted by Dr. and Mrs. Sam Scher. Our Board Meetings are open to our general membership so a great number of us enjoyed the Scher hospitality.

In May our third Annual Spring Tour gave us a week of interesting and enjoyable day trips through the peaceful, rolling, rural area which lies between Cleveland and Ohio's Lake Erie border. Sixty-five cars were registered. Our Ohio Region hosts not only kept us supremely happy but also offered Mark Negrelli's well equipped shop which was 5 minutes from our hotel so our cars came home in better condition than when they started.

Our National Meet was held Aug. 16-20 in Atlanta, Ga. Dr. Bob Sessions advertised that he wanted the biggest National Meet in history, that they had ample accommodation and were planning activities for the whole family, adults and children. All previous records were broken. Over 700 attended the free Wednesday evening Barbecue, over 600 were seated in the ballroom at 8.30 a.m. Thursday. For the opening breakfast over 200 women shook hands with Georgia's first lady at the Governor's Mansion while an even larger number of men viewed Lockheed's —C5A—the world's largest plane; and some eighty children under the care of student nurses spent the day at Georgia's answer to Disneyland.

Friday was filled with technical sessions. Here again the attendance surpassed all expectations and people were standing in the large meeting rooms. On Saturday 275 cars were judged. That evening we returned to the huge ballroom for our banquet where a sparkling new 1972 Corniche was slowly revolving on a spot-lighted turn table in the centre of the hall. Our evening ended with the first place awards and trophies being presented to car and driver as each one in turn drove up the ramp and on to the turn table—a magnificent spectacle.

At our opening breakfast, we saw a movie which was written, produced and acted out by members of our Atlantic Region. Title, "The Great Rolls-Royce Bank Robbery". It is a masterpiece and hilariously funny. We understand that Rolls-Royce, Inc. is taking a copy to England to show it to Rolls-Royce of Britain. Call David Plastow and see if you can arrange a showing. It is very worth while, and if you can DON'T MISS IT.

One of the most gratifying recent developments is the friendship developing between RR Inc. and RROC. In May my wife and I had the pleasure of having luncheon with Mr. George Lewis, Mr. Lynn Perkins and Stan Jurasic of RR Inc., Mr. David Plastow of RR of England, and Mr. Chas. McGinnis Jr. of RROC who brought us all together. At our Atlanta Meet RR Inc. brought with them their display from the N.Y. Auto Show, held open house, had lovely gifts for each man and woman and took pictures of cars and drivers.

Our technical director now has 6 model engines—2 cut-away, which are shown at the National Meets and always available to any member who wishes to travel to see them.

Dr. Mark Sheppard is co-operating with the RREC to preserve technical drawings, individual histories of the cars, and depot sheets which will be available to members of both English and American Clubs.

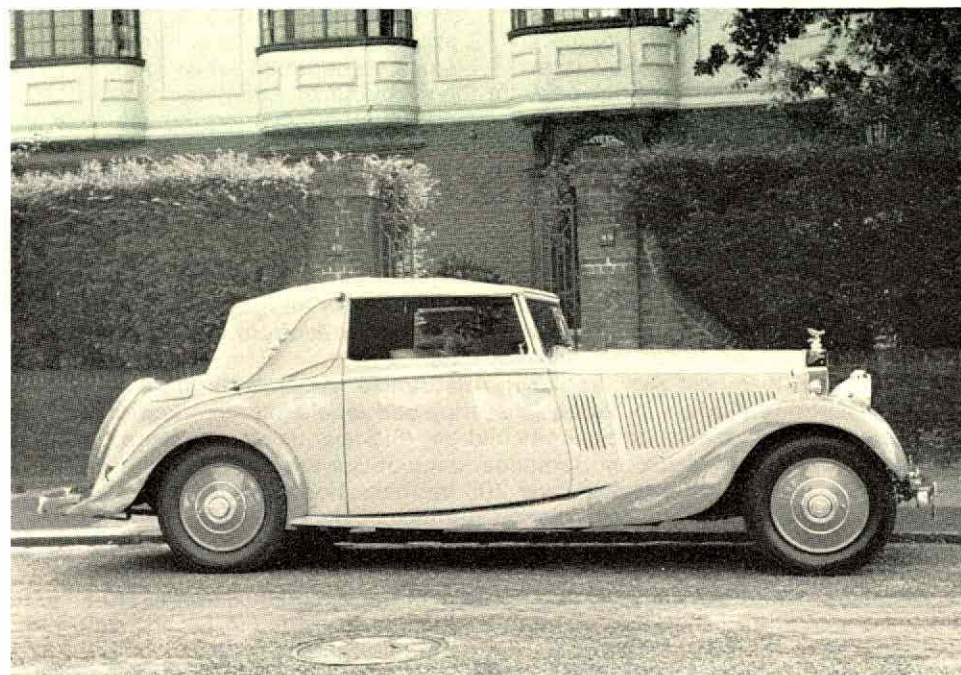
Our new Editor of the Flying Lady was given a vote of congratulations for overcoming obstacles presented in changing editors—printers etc. Our membership chairman reported 700 new members last year—of course we lose a few too. Our chairman of Regions was awarded the Pres. Trophy at Atlanta for his outstanding work in helping the Regions, attending their meetings and forming new Regions. We now have 25.

Our headquarters at Harrisburg, Penn. is in one of the areas most severely damaged by the disastrous flood which swept the north-eastern U.S. this June. Some \$30,000.00 worth of printed matter was stored in the basement and on the 1st floor. We had insurance on everything except floods. No unauthorised persons were allowed in the area—telephone lines were either out of commission or overcrowded. It was 3 days before we were in direct touch with Mrs. Virginia Forrer who runs our office. The water had risen to 3½ ft. on the first floor but Mrs. Forrer and her

continued on page 19

Members' Cars Described

(No. 12 New Series)



Model:	25/30
Chassis No.:	GXM 5
First Reg.:	1936
Coachwork:	Salmons
Present Owner:	Lawrence Dalton

Owner's Remarks:

GXM 5, when I first saw her, was standing in Reg Burlingham's garage looking very sorry for herself. Her radiator was off and half her engine was stripped down, Reg was standing on the sidelines, tutting. The reason for the general gloom and despondency lay around. The engine above the crankcase was virtually a write-off, including the, by now unobtainable, cylinder head, new but a year ago, now cracked beyond repair. A silted up radiator causing overheating on a motorway had been the problem, and an owner wishing to get home quickly had been the unwitting instrument of destruction.

The pretty little Salmons Sedanica drophead body was complete but tatty. She had a poor coat of black paint, her plastic hood needed repair, her upholstery in front was so worn that it appeared to be in openwork leather, her carpets were nasty, but the woodwork apart from needing repolishing was not too bad and all her instruments were there.

It had been my habit to look in on Reg about once a fortnight just to see what he was working on and this day, around Christmas 1966, it was GXM 5.

He mentioned that the owner, who was not a vintage car man, was horrified at all the damage and had asked Reg to get rid of her for him. Did I want to buy her?

My personal loves were Phantom II's and a 25/30 did not appeal very much. Had it been a Limousine or even a Saloon I would definitely have turned her down, but as she was a well made coupé and complete, I offered a modest sum for her as she lay and said I would clear the £100 bill already outstanding. This eventually being accepted she was mine early in January 1967.

The first phase of restoration was to remove the engine from the frame and to leave it with Reg to rebuild in his own time. An advertisement in Exchange and Mart brought forth an excellent head and valves for sixty pounds.

The chassis and body were towed to my garage where I played happily for six months. Some-time in the summer of '67 and the rebored, resleeved, retubed engine, looking very smart in black

Valspar and clean aluminium, was reunited with the rest of the car and I was able to drive her for the first time.

I had never driven a small Rolls-Royce before and I was delighted to find her flexible, light and easily manoeuvrable on the open road; however she lacked the Phantom II's gait; 50/55 mph was her comfortable speed.

Having decided that I liked her and would keep her, phase two of the operation started with rewiring. Headlamps had to be rebuilt, a correct spot lamp acquired, flashers fitted in the sidelights, correct bumpers found and fitted, a tool kit assembled and most of the bright parts replated.

She obviously had to be repainted and reupholstered and so the question of colour came up.

I had an early black and white photograph of her and could tell that she originally was painted two pale colours; this scheme I decided to keep.

The actual colour selection was evolved this way. I did not want a plastic hood and my coach-trimmer, digging through his stock, found enough of a fawn material which was just what I wanted. Then, armed with the hood material, I checked Connolly's leather colouring and found a suitable caramel coloured leather. Paint for the mudguards and wheels was matched to the leather, emerging a toffee colour which was watered down for the body, becoming a clotted cream (I am obviously very food conscious). The carpet chosen was a pale soft green.

By June 1968 she was finished and I was very happy with the result.

Since then she has motored some ten thousand miles and has been laughed at in France, ignored in Switzerland, photographed from every angle in Italy, gaped at in Ireland, fully documented in Spain, cheered at in Portugal, patted lovingly in Denmark and in England has won her share of concours prizes.

In 1969 we moved from a house which had a garage space for three large cars and Peg's Herald, to a house not so well endowed with car accommodation.

One car had to go; the choice was between the H. J. Mulliner R Type Continental Bentley, the Phantom II Continental Park Ward Touring Saloon, or the 25/30 Salmons drop head coupé. A terrible choice to have to make, but eventually the Phantom II was chosen to go, because the 25/30 had a drop head coupé body which I liked for summer touring and the Bentley was in all honesty a more practical long distance car in this day and age.

GXM 5 is a great joy to ride in in the summer on the Continent. When on holiday I tend to keep off motorways and even the more important main roads, preferring in France the "D" roads, on which apparently no Frenchman would be seen dead. I travel at my unhurried 50 mph in splendid isolation, taking all the hills in my stride, for although she has no speed to speak of, her 4½ litres together with her low gearing allows her to sail over passes, often in top gear. She certainly went over the St. Gothard in top except for one or two of the hairpin bends.

With her Sedanica front folded back and a little non-original sun/wind visor in position we get the sun and not the wind and seated on her very comfortable seats the days and the scenery pass by pleasantly; perhaps not motoring in the grand manner but very restful and enjoyable.

(Letter from America, continued from page 17)

husband, Martin, had anticipated the rising water and had worked all night carrying all club records and 90% of the heavy stores to the second floor where they were high and dry. The Forrers were evacuated from the building by boat, completely soaked, and finally found food and shelter in a Salvation Army refuge. Needless to say, their devotion was substantially recognised at the Atlanta Meet.

Our 1924 Silver Ghost, Brewster Pickwick 261-KF, is one of the 20 allotted to our club which will attend the Alpine Tour in '73. Anticipation of that trip brings back many fond memories of the wonderful times we have had in England and of the friendships we have with 20-Ghost Club members.

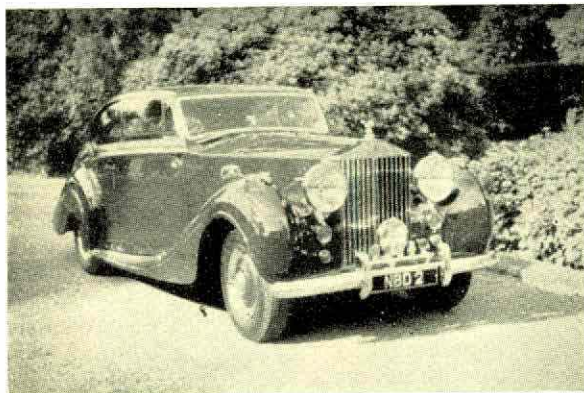
We were privileged to have Mr. Stanley Sedgwick, President of the Bentley Drivers Club, as our overnight guest last spring. We hope that we will be able to be of some help to them if and when they reach Detroit on their proposed tour in the U.S. next year.

Our Flying Lady would be honoured to find space for a return communication from the 20-Ghost Club. Best wishes to all of you.

Sincerely,

DICK MERTZ
President RROC of America.

A Rolls by any other name . . .



Once experienced, Rolls-Royce motoring can never be forgotten. Each model, quite different from the next perhaps in terms of performance or handling, still has one particular factor which is common to all. It is perhaps summed up in the words of F. H. Royce who said: "The best is the cheapest in the end, the quality will remain long after the price is forgotten."

I think this is true of each model which has emanated from Derby or Crewe since the original 10 h.p., and especially so of that under-rated car, the Mark VI Bentley, differing from the contemporary Silver Dawn Rolls-Royce only in its number of carburettors and the shape of its radiator.

Having driven most models of Rolls-Royce up to and including the Silver Shadow, and having had great pleasure from my Silver Wraith Freestone and Webb fixed head coupé, I was naturally interested when a locally owned Mark VI, one owner, 94,000 miles, came on to the market. After some haggling I bought the car and have never regretted my purchase. It still has its original paint scheme of black over Tudor grey and its original upholstery, and I have covered over 35,000 miles in the car in two years of ownership—miles of really satisfying motoring in a car which is everything in one package—limousine, open sports car with its opening roof, town carriage, Land Rover—you drive out of a muddy car park while others spin their wheels impotently—and general maid of all work.

When I bought the car I polished it with assorted polishes, and had the interior re-finished by Connolly's who will provide an excellent service, sending a man to refinish the upholstery at very reasonable cost; changed all the oils and filters, and drove it.

My car is the last series of Mark VI, series "P", which is the one immediately before the "R" type, and has the 4,566 c.c. engine (big bore) and the small boot. The later series engines had a full flow oil filtration and slightly larger swept volume than the 4,257 c.c. of the earlier series. The engine of my Silver Wraith is identical except for the single Stromberg carburettor, the Bentley having two S.U.'s.

On the road, to be honest, I prefer the Mark VI. This may sound heretical, but the Bentley feels (and is) smaller, handier, livelier, and it handles as though it has been conceived as a complete car. The Silver Wraith, although more elegant, does not have the feeling of handiness which a good contemporary Bentley has, and although my RR has a small body for its type, it still has the feel of a chassis to which a body has been added. It is slightly quieter, and definitely prefers a long run on roads which are not too twisty, whereas with the Bentley you never feel you are in the wrong situation or set of circumstances for the car.

The performance of each car is up to the road test figures when new—the Rolls-Royce has a maximum speed of about 94 m.p.h., with a comfortable 70 m.p.h. cruising speed, and the Bentley a maximum of 102 m.p.h., cruising at 70 to 80 m.p.h. With the Silver Wraith I have not laid a spanner on the engine in 11,000 miles (it has covered 70,000 miles from new), and with the Bentley, apart from routine servicing, I have had a new clutch and new piston rings. Currently one of the replacement rings has broken up, and we have taken the engine down; it has now been rebuilt with six new pistons—and after 130,000 miles there is no bore wear (hard chrome liners) so the new pistons are standard size,



the valves are perfect, and the wear in the valve gear is so slight as not to warrant replacement.

The Silver Wraith has an alloy body, and the major job this year has been to steam clean the chassis and underbody and refinish with Tectyl wax-based underseal. In the case of the Mark VI, which has a Pressed Steel Company standard steel body, the problem is the dreaded rust worm whose ravages can be especially noticeable around the sidelight housings. Fortunately replacement sidelight housings are available, and once these are replaced and the rest of the body looked after, the Mark VI should present no problem provided the car is cared for.

With the Rolls-Royce I have done two long trips, 1,100 miles to Scotland touring, and 1,500 miles in France, and with the Bentley,

which I use every day, 2,200 miles to Spain and back, all with no trouble of any kind. In spite of the age of both cars, this is hardly surprising, for when a friend of mine was with the Rolls-Royce development division attached to continental testing, he told me that their daily task was to cover 500 miles in the day, every day, and mend anything which needed mending afterwards. This was in the days of proving the "R" type before it was offered to the public.

The Mark VI, although it started life with me as a hack everyday car, has become a well-loved friend, and one begins to think . . . perhaps I should have a piece of modern tinware to do all those miles on and give the Bentley a well-earned rest. But after all these cars were designed to cover very high mileages at very low total cost, and to be honest I look forward to the next 130,000 miles.

Story and pictures by RICHARD COLTON

To be perfectly Frank . . .

The Cars in my Past

The first car I knew was a 16 h.p. 1912 Belsize, with a royal blue body rather like Bill Cook's Roi des Belges. I can still recall the noise it made in gear; it was like all the chain-gangs in Hell with the wailing thrown in.

The '14-'18 war intervened, and then my father had two "Colonial" model 20 h.p. Napiers. I suppose I learnt to drive on the '14 model—if you can call it learning. My father was (and remained until well after he was eighty) an astonishingly good—and lucky—driver. He always drove as fast as the car could be driven, with small regard for circumstances but great faith in the agility of pedestrians. His method of teaching me at the age of sixteen was to put me at the wheel and say (and say *only*) "Go on, Frank, go on, what are you waiting for?" I learnt, by observing how he did it, to drive straight, to brake on the straight and to drive hard round all corners.

About 1923 he acquired (second-hand) a 1500 c.c. royal blue A.C. two-seater. I think he bought it because it was such an attractive model. I loved it dearly.

Then in 1925 I'd be 21, so he decided to get a new A.C. and we went to London to talk to Jack Olding at the western end of Pall Mall. Olding had a six-cylinder that had raced—or done the measured mile—at Montlhéry, and tried to persuade us to buy it. I took it out on trial, and did 66 m.p.h. down Pall Mall (honest) and we were tempted. But the thing had 24 o.h. valves! We decided we'd never keep her in tune, and settled for an Anzani engined (4 cylinder) A.C. Then came the choice of a custom-built body. Remember, this was 1925, and most cars were black or dun coloured. The colours and the chrome flash came ten years later. Living in Clifton I had seen several of the Horstmanns, built in Bath, with aluminium bodies (they also had a kick starter operated from the driving seat). So we decided to have a polished aluminium body, with green disc wheels, two spare wheels set forward on either side, green upholstery, green hood and hood cover, and a green body line. It was years ahead of its time and the most noticeable car on the road. I could park in any garage forecourt for nothing!

A.C.s had at last, and rather behind most contemporaries, fitted four wheel brakes, and the little car seemed to enjoy being driven hard on our regular 187 mile journey from Clifton to the Pembrokeshire coast. It was only when my father "borrowed" the car one day to run to Pembrokeshire and back that I learnt a useful lesson. I wasn't surprised he did the trip as fast as I did (he ignored all towns and villages as if they weren't there), but I was taken aback to find he did it with a better petrol consumption. The reason was that he had a velvet foot on the accelerator pedal. He never opened or closed it other than gradually—almost gingerly. (I believe it is something to do with sudden changes of atmospheric pressure in the induction pipe.) I learnt this from him as I had learnt the rudiments of driving.

The car's only drawback was that everyone always knew where I was. Even this taught me a valuable lesson—if you do everything "en plein air" it must be respectable.

How I wish I had that car today.

In early 1926 my father acquired one of the new Fiats—built to replace their old 40/50 (*round radiator*) model. It had a radiator not unlike the Rolls, a six-cylinder engine that had the cleanest and most uncluttered exterior I have ever seen, and superb 4-wheel brakes. The brakes were rod operated, each being actuated by its own piston at one end of an oil cylinder; depressing the foot brake drove a large piston down the opposite end of the cylinder, and hey presto a many times greater pressure on the brake-rod piston. I could stop that car going down a hill by pressing the brake pedal with one finger. It was, I think, about 2,750 c.c. and officially 26 h.p. It had better acceleration than the 3-litre Bentley but not quite the top speed. (We used to test it on the Bridgewater Flats.) and you had to look *through* the steering wheel—or I did anyway.

1926 was the year of the General Strike. My father was caught in Clifton and had to get to Pembrokeshire where he was in charge of coal distribution. So we set off in the Fiat. Hoping to do someone a good turn, we went to Temple Meads station to see if anyone wanted a lift to West Wales. (It would have to be someone who did not know us.) We found a little old lady who wanted to go to Pembroke Dock. We put her in the back with her little bag and off we went. Now the car was an open 4-seater, with a very cut-away body. Sitting in the back you hadn't to lean far to go out over the side, and nothing to hang on to but the frame of the folded-down hood. It was hay-fever time and my father was a sufferer, so I drove, and half-way to Gloucester the horn failed. Everyone in everything was on the road. I had to wait while they sheered to the left and then dart past on the right. When my father was in a hurry you didn't dally, and it must have been a hair-raising drive. Somewhere short of Abergavenny I hit a hump-backed bridge at about 65. I was all right because I had the steering-wheel to hang on to; I nearly lost my father, taking an uncharacteristic shot heavenwards; but we both thought we *must* have lost the little old lady. I shall never forget the look on my father's face as he turned round to see if she was still there. She was, and we arrived, but I'll bet she had something to tell her grandchildren.

The car had one most engaging facility; it would go backwards faster than it would go forwards in bottom gear, and that was quite fast. So reversing (as one often had to) in country lanes I learnt to do it on the wrong side of the road and pretend that that was how I liked to drive from one place to another.

It was then decided to put a new 4-seater touring body on the 1916 Napier. It is interesting that the coachbuilders (on the south side of the Cut in Bristol) created a body almost an exact replica of the Barker tourer of a year later, such as is on my son's 1927 Twenty. We wanted it egg-shell blue, and so it was until the varnish was applied and turned it eggshell green.

There have been many cars since: a Buick Straight Eight that lulled me to sleep as I drove, Lagondas that kept me awake changing gear and a solid rear axle Morgan 4/4. But the one I remember with most affection was my wife's 1933 M.G. Saloon; I think many people say something like that of M.G.s.

Today, since I know that nothing important can happen till I get there, I drive a Rolls.

FRANK HELINGS

CHANGES OF ADDRESS

ELLIOTT, A. G., C.B.E., Moray Lodge, 10 Willow Drive, Cooden, Bexhill-on-Sea, Sussex.

GARRETT, A. M., The Cat and Fiddle, Linden Way, Castlecrag, 2068 N.S.W. Australia.

GUERRERO, Mrs. A. P., Rocio II, Sardinero, Santander, Spain.

TERRY, Mr. and Mrs. S. R., Delbrook, 32 Blackroot Road, Four Oaks, Sutton Coldfield, Warwickshire. Tel. 021 355 3111

* * * *

Most members will have read that windscreen washers became compulsory on all cars from October 1st. What most newspapers and the radio omitted to mention was that cars with wind-screens which open are exempt from this new regulation. This should let a lot of us out.

* * * *

While on a trip I walked out to WME-44 while Emily was still inside the hotel talking with the manager. Six little old ladies followed me and stared at the mascot. "What kind of car is that? I mean, who makes it?" one asked. I said, "Madam, I thought everyone recognised the 'Flying Lady'." "Oh yes," she replied, "a Flying Lady. I've heard of those cars. They're very famous." (Graydon Walker, Chairman, R.R.O.C. Atlantic Region.)

Learning all About Them



(Brian Cairns)

Rolls-Royce and Bentley motor-cars were the subject of a "study weekend" at Maryland College for Adult Education, Woburn, Bucks, from September 29th to October 1st. Forty-three "students", mostly drawn from the R-R and Bentley Clubs, but some just lone enthusiasts, arrived at the former model hospital about 6 p.m. on the Friday, to be greeted by a cheery soul behind the bar who turned out to be none other than the Principal, Brian Cairns, Dip.F.A. (Oxon).

Dinner of superb quality came in very handy before the first lecture which Nigel Hughes (RREC) endeavoured to keep simple. We heard about choked flows, throttle edge bleeds, stagnation pressures and other ruderies associated with the gas works—or to be more precise the sophisticated metering device known as the carburettor. In the "other matters" which followed, Bill Morton (R-R) and many more asked questions, and bandied about ideas in a generally jovial fashion.

9.30 a.m. Saturday morning Nigel Hughes and Basil Brown were down to give us 2 hours "Looking under the Bonnet", the bonnet of a 20-25, actually. The session fairly soon divided into 2 groups, the Bentley boys on the SU side with Basil Brown, and the rest of us on Nigel Hughes side, where we disassembled a 2 jet carb. from a 20, which, of course, was similar to those of the 20-25 and the 40-50s. We had a lively and animated discussion on wear and tear. The assembly, now gathered around a table, were shown by Nigel what it should be like when in good working order, how to check for wear, and how to recondition. For instance, if a car will run happily up to 20-25 m.p.h. then proceed in a series of lurches without gaining speed, 10-1 the clearance between cylinder and piston is too great (it should not exceed 0.001") so this must be replaced, or as Bill Morton suggests, in the absence of spares, "soleing and heeling" the piston.

Cyril Wadsworth "The W.O. Bentley Motor Cars" gave us chapter and a few verses on W.O. and his 3061 excellent motor cars—very interesting.

Another superb meal, then Mr. W. J. Grainger gave us "coach work on Rolls and Bentley motor cars". He started work in 1909—job was to keep glue pot full and hot. They were rather proud of the fact that there was *no* machinery in the shop at all—all hand work. 1911-12 at Hooper—learned to use hand tools and prepare wood panels. Polish along grain; sandpaper across grain; but scrape diagonally. Step boards should never exceed width of wheel hubs; the lady always sat behind chauffeur; cigar lighter was on the left.

Mr. Grainger built up a wealth of experience from many well known sources, his observations on a proper door, for instance, are that they should have a healthy "turn under"; the bottom of the door should be the depth of the chassis from the step board; the gap around the door should be the thickness of a penny (an old penny of course, not a QE II); the top should strike before the bottom, and the centre section should stand $\frac{1}{8}$ " proud, this closing up flush when door is latched by means of a proper "slam lock" of course.

Most of the coach builders worked on the "jobbing" principle where they execute the work at a given price. This job would be divided into its elements: wooden frame work; wooden or metal panelling; upholstery, each of which had its price. When his element was completed, any time to spare was shared, in the form of money, between the men on the job "and believe you me there wasn't much over".

One could only be fascinated by this lovely lecture by an out and out craftsman, who *will* not "adjust" to modern standards, ad libbing about his remarkable amount of experience. Cyril Wadsworth treated us to another all too short session on Bentleys "W.O." before we had the film of the occasion of the R.R.O.C. visit to Blenheim in 1962.

After dinner (turkey and all the trimmings) that great little character Bill Morton reeled off almost a complete year by year history of the Ghost and its development. He is an interesting fellow and what a cheery way he has of putting it across. Slides were then shown, many of which we had never seen before.

As Maryland has been in operation for 5 years, and ours was the last weekend before closing for building extensions, the bar remained open until midnight, which apparently stretched conveniently, a jolly good natter was had by all. It was a treat to meet so many new faces.

Next morning—not too early, Nigel Hughes was at it again, this time wearing his petrochemical hat.

Tips caught at this talk:

Never use multigrade oil and never use additives (moly. disulphide causes slipper drives to slip and valve guides to seize).

A detergent oil must never repeat never be used on an engine unless it has first been completely overhauled and oilways cleared out. The solid deposit in these oilways is caused by oil sludge (mayonnaise) being allowed to remain, resulting in eventual "death by thrombosis".

Using an oil filter, even a full flow job is far from the complete answer. If we wish to keep our engines in the manner to which they have been accustomed we must strip them, thoroughly clean them out (removing all plugs and scraping or otherwise persuading the deposit away) then on assembly use a straight SAE 40 or 50 with detergent. For Hypoid rear axles, use an oil such as Castrol Hipress SC, not a 90 EP, oil seals, you know.

Note of warning: Just because the gauge indicates a good pressure, it does *not* mean that you have a good oil flow.

Tips overheard. Sperex V.H.T. is the only brush on paint which will stay on an exhaust manifold.

A very hot tail pipe is nothing to worry about, especially if one has a proper lagged silencer. The mixture of an engine running light can be weakened considerably in order to save fuel, but must be enriched when working anything over 60% of full power.

Pre-war cars burn out exhaust valves, very often because the cooling system requires attention. Temporary cure—run engine a little richer. An engine will idle smoother when slightly rich.

The main function of the "hot spot" is to vaporise the fuel—not for rapid warming. A PII will run happily on 75% petrol and 25% paraffin, but vot ein schtink! All petrol nowadays has a lead content which was absent before the early 1930's.

So you see, it was a superb weekend. This was, in fact, the third of these exercises; if you are interested in receiving details for next year, write to the Principal without delay.

PETER COLLINSON

NEW MEMBERS

GIANSANTI-COLUZZI, Comte, 33 Avenue de Rumine, 1005 Lausanne, Switzerland.

P.II	1934	128 SK	Saloon	H. J. Mulliner
Wraith	1939	WEC 2	Sports Saloon	James Young
LEAKE, James C., P.O. Box 1887, Muskogee, Oklahoma 74401, U.S.A.				
S.G.	1911	1683	Tourer	
S.G.	1912	2006	Tourer	Barker
S.G.	1921	16 LE	Convertible	
S.G.	1921	40 UG	Cabriolet	Barker
S.G.	1921	130 LG	Copper Speedster	
S.G.	1924	72 EM	Sedan	Martin and King
S.G.	1924	108 AU	Saloon	Rippon
P.I.	1925	90 MC	Cabriolet	Hooper
20	1926	GYK 33	Landaulette	Hooper
P.I.	1930	S 402 MR	Tourer	Brewster
P.II.	1930	202 GN	Sedan	Barker
P.II.	1930	130 XJ	Chassis	
20/25	1934	GFE 34	Coupe	H. J. Mulliner
P.II.	1935	5 UK	Saloon	Kellener
20/25	1936	GXK 50	Brougham	Windover
25/30	1936	GUL 30	Limousine	Mayfair
P.III.	1936	3 AX 79	Limousine	Mulliner
20/25	1936	GBK 27		Vincent
25/30	1937	GGM 6	Sedan	Gurney Nutting
P.III	1937	3 BT 171		Barker
P.III.	1937	3 BT 47	Sedan	Hooper
P.III.	1937	3 AZ 224	Limousine	
25/30	1937	GRP 31		Cockshoot
S.W.	1953	WVH 58		
S.D.	1954	SNF 115		
S.W.	1956	ELW 82		
S.W.	1957	FLW 86		
S.C.	1959	LSLG 92		

PAYNE, Wm. A., Jr., 914 Peach Street, El Campo, Texas 77437, U.S.A.

Wraith	1939	WEC 7		
WATSON, Dr. and Mrs. H., 30 Hawthorn Road, Lincoln.				
20	1926	GCK 2	YP 5968 Coupe	Park Ward
20	1926	GCK 40	FL 5003 Limousine	Hooper
20/25	1931	GOS 70	VH 3572 Saloon	Rippon



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; P. Taylor; C. Meachen; A. Heathcote; H. Fergusson-Wood; R. W. Colton; R. D. Dale (co-opted).

SUB-COMMITTEE FOR EVENTS

R. W. Colton (Chairman); F. Hellings; L. H. Jamieson; H. Fergusson-Wood; D. W. Hellings; F. A. B. Valentine; P. Taylor

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.



20-GHOST CLUB 20 ANSWERS

- (a) Chiswick, London.
- (b) Northampton.
- (c) Birmingham.
- At one time Managing Director of Rolls-Royce Limited.
- J. Gurney Nutting & Co. Limited.
- P.II 7,668 c/c
- P.III 7,430 c/c
- Rolls-Royce Post-War Car Factory, Crewe.
- Lady Houston.
- Peregrine.
- Knutsford, Cheshire.
- Dover.
- John De Looze.
- Benton & Stone. Enots being Stone the other way round.
- Lefthand drive; Central change.
- A term used by the Motoring Press on the introduction of the 20 h.p. Rolls-Royce.
- It controls the braking system.
- Messrs. Napiers.
- AZ 1936.
- Newport Pagnell.
- It was bombed in a Zeppelin Raid.
- 1965.
- Jack Barclay.

FUTURE EVENTS

Tuesday, December 12th 1972	Annual General Meeting
Saturday, January 27th 1973	Dinner Dance, Hyde Park Hotel
March	Proposed visit to Young's Brewery, Wandsworth
Saturday, April 14th	Spring Lunch
Saturday, May 26th to Friday, June 8th	Tour of Portugal
Saturday, June 16th	Concours d'Etat: combined with "Festival of Cars", Castle Ashby, Northants.
Sunday, July 15th	Driving Tests (probably Sandhurst)
Saturday, August 18th and Sunday, August 19th	Weekend Tour visiting Monmouth and the President, Col. J. Harding Rolls
Saturday, September 15th	Camberley Horse Show
Sunday, September 30th	Disabled Drivers Event
Sunday, October 14th	Autumn Lunch: Visit to Avebury Manor
Sunday, November 18th	Visit to Royal Mews, Buckingham Palace
Saturday, January 26th 1974	Dinner Dance: Venue to be decided

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.



Tailpiece